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AUGUST 1975

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

Vol. 98, No. 4 AUGUST, 1975

ONE DOLLAR

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Photograph by John R. Taibi

Penn Central diesels lead an e/b piggyback under the catenary at Zoo interlocking in Philadelphia after run from Harrisburg, Pa., in '73.

THE MAIL CAR

where editors and readers meet

THE EYE-CATCHING pattern on our cover shows two railfanettes, April Clark (left) and Corinne Antley, on the dropwalks of two second-generation Penn Central units, GP-35 No. 2258 and GP-38 No. 7869, standing idle on the Bessemer & Lake Erie interchange in the B&LE's Shenango Yard at Greenville, Pa.

Both girls are university students living in Sharpsville. April is a sister of the photographer, Nathan S. Clark, 3942 Wynwood Drive, Sharpsville, Pa. 61650. Both of her grandfathers, one grandmother, and two uncles worked for the New York Central or Pennsy. At age 15, Nate is the youngest cover photographer we've ever had. He belongs to the Mercer County Railroad Club in Sharon, Pa., and the National Model Railroad Assn. and he models the B&LE in HO gage. He made the photo last August 25th with an Argus C-3, using Kodachrome II, at F-5.6 at 1/300 of a second.

"I knew that technically I was violating a railroad safety rule by posing the girls where I did," he admits, "but several crew members on the spot supervised my picture-taking."

I AM in the U.S. submarine fleet, and it feels good to come home after a three-months patrol and pick up your magazine, lie back, and catch up on what happened in railroad news while I was at sea. Aside from that, I want a female pen pal, age 18 to 20, who is interested in railroading and can keep me up to date on railroad and railfan doings while I am out on the briny deep. — Charles S. Parnell, FA (SU) 016 48 0830, Propulsion Engineering School, BEQ 533/5 248-4 106A, Service School Command, Great Lakes, Illinois 60088. (Ed. note: That, I think, is the longest address we've ever printed. Any girl who writes to Charlie should put it in full and accurately.)

SOMEBODY once said that the Interstate Commerce Commission, which was created 88 years ago to protect the public from the "predatory" railroads, has done its job so well that the country has nothing to fear from the railroads any more.

With a few exceptions, the whole network of railroads is in a state of decay and on its way to extinction. Over-regulated and, in many cases, overtaxed, bankrupt, and menaced by the competition of highway and air transport, the railroads can barely maintain their equipment, much less modernize it. And as far as profit goes — forget it.

The deterioration — and too frequent abandonment — of our once essential rail lines could be written off as just another phase of technological evolution, except for the fact that we are in need of them again. The energy shortage has brought this development into increasingly sharp focus.

Unless the public awakens to the problems of the railroads and demands immediate solutions to them, we may see a fulfillment of the wry prophecy uttered some years ago by Lewis Mumford, the educator and planning expert. Lamenting the state of the railroads, Mumford predicted the United States would let them go, rediscover their need, and then wastefully restart the whole process of acquiring rights-of-way, laying track, and building carriers. — Boston Herald-American.

ONE ADVANTAGE of reducing excess trackage in the East was demonstrated the other day when conservationists and government and railroad officials inspected 60 miles of Chessie System right-of-way which was donated for a bicycling and hiking trail through some of the wildest and most beautiful country in the Alleghenies.

A special train operated over the Western Maryland Railway between Connellsville, Pa., and Frostburg, Md., a route that will become an outstanding scenic trail. Paralleling the Youghiogheny, Casselman, and Potomac rivers, the future trail will offer vistas heretofore seen only by train crews or daring white-water boaters.

Chessie System donated the 60-mile stretch to the Western Pennsylvania Conservancy, a gift made possible because WM trains now operate over the parallel line of the Baltimore & Ohio, also part of Chessie System. The ICC recently approved this coordination of railroad facilities.

Hays T. Watkins, Chessie board chairman, said in a recent speech: "The first lesson in history is that our American railroad system, particularly in the Northeast, is woefully over-built. Duplicating, excessive, and unneeded trackage abounds. There is no way to effect the rescue of the bankrupt lines (Penn Central, Erie Lackawanna and seven other railroads) without a major reduction of total mileage."

Mr. Watkins, while noting that Chessie is a profitable system, said it had under way a program to eliminate 4,000 miles of redundant lines, of which the Western Maryland-B&O coordination was a "dramatic example."

According to Mr. Watkins, the Chessie System wants to acquire nearly 2,000 miles of lines now owned by bankrupt roads in the Northeast. This includes 1,200 miles of Erie Lackawanna from central Ohio to the Newark-New York metropolitan area. Also 250 miles of the Reading Railroad in northeastern Pennsylvania between Reading, Pa., and Wilmington, Del., and many shorter Penn Central segments.

A READER asked how it was possible to identify a regular train, citing the incidence of an unusual head-on collision between a passenger train and a local freight on the Santa Fe near Wagon Mound or Springer, N.M. in 1917.

The rulebook defines "section" as: "One of two or more trains operating on the same schedule, displaying signals or for which signals are displayed." All sections, except the last, display green lights on the front of the locomotive or locomotives on the head end of the train. In other words, if you head into a passing track to meet or be passed by a regular train, you mustn't move again until you are met or passed by a train which is "dark," i.e., no signals — unless you have a time order on the other section or sections allowing you to proceed against or ahead of them.

The current Santa Fe rulebook makes no mention of sections, and the use of train orders is practically eliminated. To me, this was one of the most fascinating aspects of railroading. — W.M. Shackford, Santa Fe conductor, P.O. Box 283, Alta Loma, Calif. 91701.

THE ACCIDENT referred to above actually occurred near Schomberg, N.M., and not in 1917 but on June 11, 1920. I am personally familiar with it, I was working at the time in the general manager's office at Amarillo, Texas, and recall the telegrams referring to it which came in. Also, nine days later I was transferred to Las Vegas, N.M., division headquarters, as secretary to the superintendent. The incident was still fresh in the minds of all concerned. Only one person died in this collision, although several crew members were badly injured.

Any reader interested in the full details can get them by sending me a large, self-

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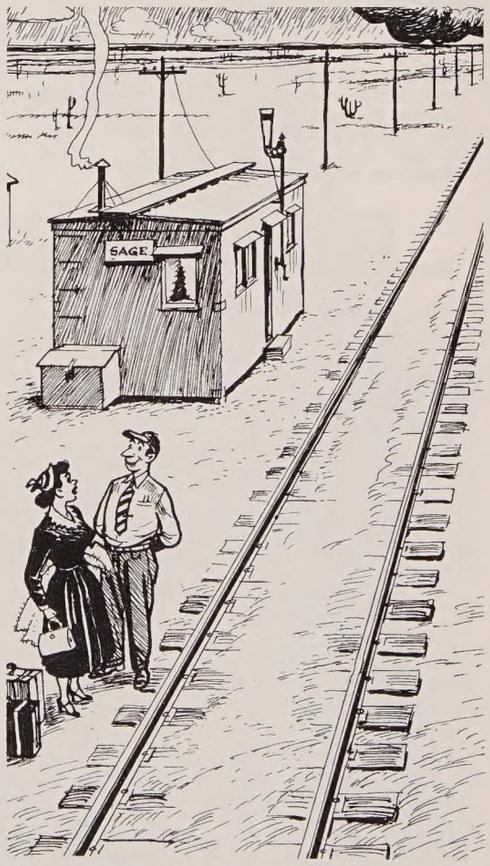
Drawn by Joseph Easley



"You got off at the wrong station, Miss, and that's the last passenger train this week."

addressed, stamped envelope and $1 for a fine Xerox copy of an article about this wreck published in The New Mexico Railroader. — Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.

DOYLE MC CORMACK is engineer of the Freedom Train locomotive 1776, formerly Southern Pacific No. 4449. At 31, he doesn't fit the ordinary concept of the steam locomotive engineer. Most people tend to think of a steam hogger as being near retirement age. Doyle is a Norfolk & Western man who broke in on diesels in February, 1966, and was promoted to engineer in June 1970, in his home town of Conneaut, Ohio. In the summer of 1968, High Iron Co., had brought a steam locomotive to the shops in Conneaut to have it rebuilt for excursion service.

He worked as a volunteer on the project, became enamored of steam, and finally was qualified as an engineer on steam — before he was promoted to engineer on diesels.

When the Freedom Train Foundation project came into being and SP 4449 was selected to be rebuilt, Doyle took a two-year leave of absence from his job in Conneaut to work with her. He will be with the locomotive until she finishes her tour in December 1976.

The Personality Parade

PAUL SHINN, a retired B&O fireman, age 73, misses his 43 years of engine service so much that he has dressed up the driveway to his home in Evans, W. Va., as a railroad crossing, reports "Choo-Choo Charlie." Dominating the scene are two big, X-shaped white board signs saying "Railroad Crossing," with reflectors outlining the letters. A few feet down stand two tall switch lamps with red and green lenses in the lights. Mr. Shinn got the signs from B&O grade crossings when the railroad went out in the area some years ago.

After reading about female hoggers on the Southern Pacific and the Santa Fe, 18-year old Twana Sanders feels the controls of Seaboard Coast Line SW-9 locomotive No. 184 in her home town of Ft. Myers, Fla. William T. Morgan, Box 5523, Oxnard, Calif. 93030

ONE of our "Interesting Railfans," Ruben Levin, editor of the rail-oriented newspaper "Labor" for over 22 years, has been named winner of the 1975 Eugene V. Debs Award in the field of labor. The award is named for a locomotive fireman, journalist, orator, labor organizer, and five-time Socialist presidential candidate. The newspaper is owned by 14 national transportation unions.

ANOTHER "Interesting Railfan," Edward J. Wojtas, has resigned from editorship of the "Rock Island Rocket" and taken a job as editor of the "Amtrak News."

LAWRENCE W. KILMER, whose new book, "Bradford & Foster Peg Leg Railroad," was reviewed in our May issue, is now doing a book on the Kinzua bridge viaduct, the Allegany & Kinzua Railroad, and railroading in and around Salamanca, N.Y. He wants to borrow photos of the A&K and their sawmills, etc. Address: R.D. 2, West River Rd., Olean, N.Y. 14760.

WAYNE BRIDGES, our 150th "Interesting Railfan," writes enthusiastically: "The honor of having been selected for Railroad Magazine's 'Hall of Fame' far surpasses my daydreams of 26 years ago when, at age 19, I spent $300, which I had earned at a $4-a-day rate, to buy a speed Graphic 23 for the sole purpose of having one of my photos appear in a railfan publication."

CAN any reader send us a copy of Willa Cather's poem, "Going Home, Burlington Route"? It contains this line, "How smoothly the trains run beyond the Missouri."

Brass Collars Fired

COMPETITORS who want to make branchlines out of a great transcontinental system such as the Rock Island are "the Madison hotel men," according to president John W. Ingram, adding that the Rock will survive the massacre. He said that in a few hours, shirt-sleeved railroad presidents sitting on a Washington hotel room floor looking at maps, decided which portions of Rock Island's business they wanted and declared the rest could be handled by truck.

"Of course, the body they were dividing up was still alive," he pointed out, emphasizing that: (1) the Rock Island is still in operation; (2) there is no immediate threat to its future operations, and (3) the Rock needs a major overhaul and a full measure of understanding help from shippers.

Prior to this statement, the bankrupt Rock Island had trimmed 200 managerial jobs from its executive ladder in a new move to conserve cash and regain a financial footing. The system-wide dismissals covered officials in positions ranging from vice president to computer analyst, 60 of the positions eliminated being in Chicago. The management cutbacks are expected to save the railroad at least $3 million a year in salaries. In retrenching, the system also cut the number of its operating divisions from six to four.

Commenting on the Rock Island's sad plight, folksinger and composer Peter Seeger of Beacon, N.Y., writes in Time magazine: "The human-like wail of a train whistle once meant 'Freedon' to millions of small-town youth, who hopped freights if they couldn't afford to buy a ticket. The clickety-clack of the rails fitted the banjo

Chesapeake & Ohio carferry Badger shown docking at Ludington, Mich., March 3, '64. The once colorful and ubiquitous Great Lakes carferry is fast disappearing from travel scene.
Elmer Treloar, 101 California, Highland Park, Mich.

and guitar rhythms of hundreds of our best folk songs. Neither airplanes nor automobiles ever caught our heartstrings so.

"But anyone who thinks railroads are a thing of the past should see what Europe and Japan are providing. High-speed modernized rail service uses less petroleum per passenger, uses less acreage, and will help give us breathable air again. For intermediate distances it can be cheaper and quicker, quieter and more comfortable. But we need an Administration that really wants to see this come about."

Our Monthly Newscast

TRAINFERRIES of the Chessie System are on an expanded summer schedule until September 8th, transporting automobiles and passengers across Lake Michigan, two round trips daily between Ludington, Mich., and the Wisconsin ports of Milwaukee and Manitowoc. Three vessels are running. However, Chessie has asked the ICC for expedited hearings on permanent removal of the "deficit-ridden" ferry operation. Apparently this is the last summer for such service. Early in May the ICC turned down a proposed fare increase for autos and passengers which would have helped to meet rising costs. Each ferry requires a crew of at least 55 and can carry only 28 or fewer boxcars. In contrast, a four-man crew can operate a train of 150 or more cars around the lake. Ferry passenger service requires an even larger crew than ferry freight needs.

GRAND TRUNK WESTERN, only known U.S. railroad to publish an "on-time" performance record of scheduled manifest freight trains, established a March on-time record of 94 percent for trains, comparing with 83 percent in January and 78 in February. This all-time high for a single month reflects improved train dispatching and better utilization of equipment.

THE NATION'S railroad industry suffered its first quarterly deficit in net operating income in its long history, during the first quarter of this year, the Association of American Railroads laments. In releasing its preliminary figures, the AAR says the industry's net railway operating income showed a deficit of $93.5 million, compared with a profit of $146.4 million a year earlier. Eighty percent of the reporting railroads had declines in ordinary income.

MISSOURI PACIFIC has under way a pilot program of experimental changes in terminal operation on its St. Louis Terminal Division. This program, begun in 1973, is still being continued. It has "raised the quality of service," according to the progress of a joint railroad-labor-government task force.

The report cites "dramatic improvements" in moving trains from distant points through the terminal district or yards more quickly, better efficiency in car movements within the district, better use of switching crews, and reduced detention time for trains in the terminal. Also, reduced blocking of grade crossings, increased safety for crews, and better service for shippers.

SKYFARI, the Bronx Zoo's new aerial tramway and New York's only skyride, gives visitors a panorama of the zoo and the big city. Riding high across the park, cable-car passengers can see directly below them the World of Darkness, also tahr and mouflon scrambling about on Wild Sheep Hill, and gorillas romping in the yard of the Great Apes House. On a clear day, the view extends all the way down to Manhattan's World Trade Center and up into Westchester County. Skyfari will run daily through summer and fall. Fare is 50 cents.

GRAND TRUNK WESTERN has introduced four mobile freight stations and agents to provide door-to-door shipping service to 27 small Michigan communities in the environs of Detroit, Flint, Battle Creek, and Durand.

UNION PACIFIC is spending more than $3.25 million on new roadway maintenance machinery this year. Of this sum, $2.9 million will go for 227 pieces of new equipment to replace wornout units and over $400,000 for six additional units, consisting of diesel-powered track-tampers and ballast regulator machines. UP's previously announced 1975 track maintenance program allots $46.5 million for rail, ties, ballast, and surface and lining work.

THE SANTA FE has won a top safety award for the third year in a row. At a ceremony held in Washington, D.C., four railroads received gold Harriman Memorial Awards for the best safety performance records of employes in 1974. The Santa Fe's was for roads whose employes worked 20 million man-hours or more during the year. The other three roads were the Cotton Belt, the Delaware & Hudson, and the Kansas City Terminal. Silver or bronze medals were given to eight additional roads.

Oldtime Railroading

MY FATHER began as a telegraph operator on the Boston & Maine at South Sudbury, Mass., in Sept. 1886 at age 16. The following year he worked at Hoosac Tunnel on the 7 p.m. to 7 a.m. shift, then at Waltham in 1888, and finally at Concord Jct. in 1889-'92. After that he left the railroad to take a job as clerk in the Massachusetts State Reformatory.

I was born at Reformatory station in 1894. At age six I had my first engine-cab ride on the 369 with engineer Charlie Crowson and fireman Ed Monbleau. Crowson and I took a liking to each other. Even when I was a kid in grammar school, he let me run the locomotive for short distances — under close supervision, of course. Monbleau was promoted to traveling fireman, and "Windy" McLean came on. Later, I often rode the cab between Bedford, Concord, and Reformatory, threw switches, cleaned switches, and otherwise made myself useful. As a high school junior I ran engine 323 many afternoons when Crowson went home for the layover. After Windy had balanced her on the table, he'd give her to me to take water and return, and he himself went into one of the cars with the trainmen to play cards.

Still later, while commuting into and out of Boston, where I was employed, I often rode with Crowson from Bedford to Reformatory. One morning, coming off the turntable at six a.m., he ran over the stub switch, which was turned for the Reformatory siding. Instead of his regular engine, he had No. 374, with a leaky throttle. In the excitement he forgot to open the cylinder cocks; and while he was in the station reporting the accident, enough steam and water collected to start the engine. By moving fast, I reached it ahead of conductor Cross. She wouldn't have gone far, of course; but as I was a 12-year-old, I was quite a hero to the onlookers.

I also ran the 398, 323, and 735, and rode the 877 and 932, when my B&M services ended in 1917 and I went into the Army. While stationed in France, I learned that while my good friend Charlie Crowson was shoveling coal in the tender he tripped, fell to the ground, and was killed. Home again found me putting up in Bedford and backing an engine, the 980, to and from Reformatory, the table being too small for her.

But with my friend gone, I felt lost. — Harold I. Judkins, in Newsletter of Boston & Maine R.R. Historical Society, P.O. Box 302, Reading, Mass. 01867.

ILLINOIS CENTRAL clamshell shown loading a locomotive tender in your May issue reminded me that the Missouri Pacific used such a clamshell to load the coal chute in the yards at Hoisington, Kan., for many years. The chute had no conveying system and was open-topped. Coal was usually delivered to the siding in gondola, into which the clamshell dipped. — Harold Dickey, 4010 Highgrove, Dallas, Texas 75220.

ON THE B&O in 1898 you had to make three round trips which were considered practice runs and for which you got no pay. Then you were marked up on the extra list. When you received a call you had to report one hour before leaving time, then go to the office for an order for supplies. This included coal oil, signal oil, valve oil, engine oil, two monkey wrenches, a cold chisel, and hammer, and two shovels. Then you had to get the supplies and if had any time left you wiped the jacket of the engine above running board. After that you made the actual trip and were paid $1.92 for twelve hours. — J.B. Butts (address unknown).

DAD WAS FIRING an old engine on the Big Four one time when the steam got low. The engineer told him to shake the grates. Being a greenhorn at firing, Dad did so, not only shaking the grates but dumping the fire out as well. No fire, no steam. So, there being a board fence nearby, my father tore some of it down and built a new fire. For this he caught hell from the engineer and from the property owner as well. That somewhat discouraged him from being a fireman, but he stayed on. One day when they were rambling along in an old engine, Dad got up to put in some coal. As he was doing so, a side-rod came off, tore away the fireman's side of the cab and beat the devil out of the ties before they got it stopped. After that incident, he quit railroading. — John Hayes Hamilton, 545 N. Main St., Winchester, Ind. 47394.

Fox, Goose, and Corn

REMEMBER the riddle about a farmer on his way to market with a fox, a goose, and some corn? He arrives at a stream, but can carry only one thing at a time. If he leaves the goose and corn together, the goose eats the corn. If the fox and goose are left together, the fox eats the goose. How does he get them all across the stream?

It's a classic transportation problem, not unlike the dilemma that faced the engineers and architects at Dalton-Dalton-Little-Newport, as they wrestled with the design and construction staging for the Washington Metropolitan Area Transit Authority's passenger station and track in Silver Spring, Md.

The transportation designers are confronted with a structure carrying three C&O-B&O tracks across Colesville Road. One track is for eastbound trains, another for westbound, and the third is a necessary siding. The problem is, how to:

(1) move one track (keeping the other rails on their present alignments) to allow for two additional structures and tracks for inbound and outbound Metro trains;
(2) demolish the old structure and build new railroad bridges of different lengths;
(3) build the Metro sturctures, track, passenger station, and service-room facilities in between the railroad tracks;
(4) coordinate with similarity involved construction problems nearby;
(5) and, during construction, maintain mainline train traffic in both directions at speeds up to 50 miles per hour?

The problem is just one of many that the experts faced as they designed six miles of WMATA's Glenmont route through the C&O-B&O corridor in northeast Washington, D.C., and Maryland. Other designers had equal complexities in their own portion of the 98-mile system; 48 of those miles are below ground, 50 above ground. The problem at Colesville Road illustrates the complexities involved in placing a major new transportation system within the urban fabric of a great metropolitan area. But they can be

Bob Whitaker, Jr., 7150 Brandon Mill Rd., NW, Atlanta, Ga. 30328

Southern Railway No. 6136 EMD F-7 about ready to highball train 5, the Piedmont, out of Charlotte, N.C., for Atlanta, Ga., in late afternoon of April 5, 1975. Note the weather-beaten look of the 6136, indicating the many revenue miles she must have pulled in her time.

resolved. Construction at Colesville Road is under way.

Dalton - Dalton - Little - Newport's assignment was all design work necessary to separate and rebuild the existing Chessie System tracks and construct the WMATA rail transit line, including four passenger stations. Fourteen railroad and highway bridges required modification or complete reconstruction. Also miles of retaining walls adjacent to the track were included in the design.

A short, understated sentence in the firm's contract read: "Staging of railroad traffic and sequence of construction is of the utmost importance." D-D-L-N's multidisciplinary team on the project included individuals from the company's transportation, structural, civil, mechanical, electrical, environmental engineering, and specification departments, as well as architects. They found a solution.

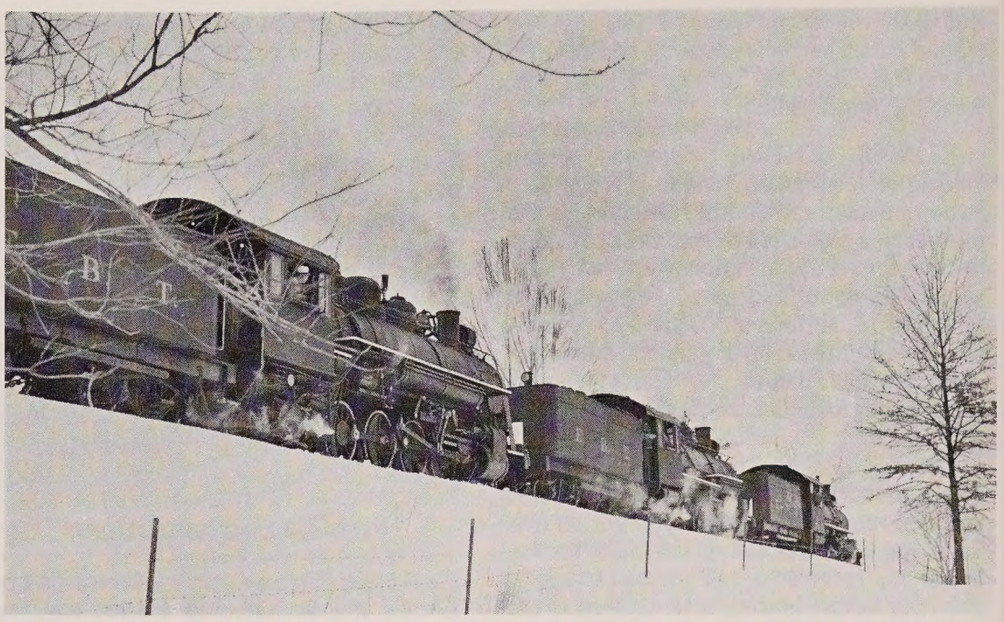
First, construction staging was developed for the entire six-mile route and divided into four major stages. The construction sequence for the Silver Spring station was divided into four phases that overlapped the four stages of construction on the overall project. The Silver Spring station job is only one of the four major construction contracts within this project. Its staging required close coordination with work on the remainder of the project. After all, you had to keep the trains running at 50 mph.

Stage I, Phase. The C&O-B&O runs on existing track. Contractors build the new eastbound railroad bridge and track about 70 feet away from the original mainline. Upon completion, the Silver Spring segment of the new eastbound C&O-B&O line is put in service.

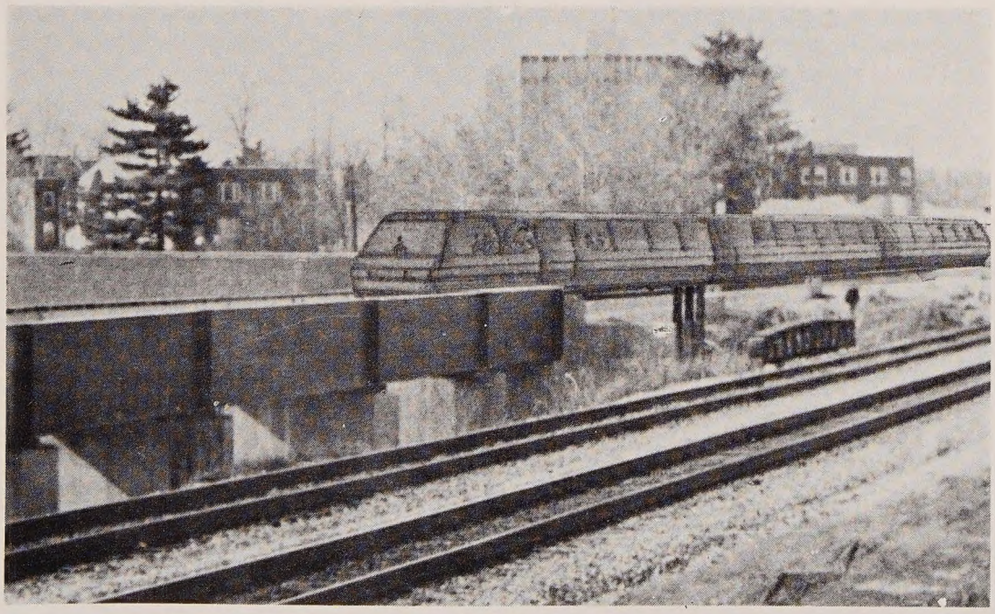
Stage 2, Phase 2. The eastbound C&O-B&O is on the new eastbound track. The westbound trains are temporarily routed through the area of the old eastbound track. The portion of the original railroad structure that carried the siding is demolished and a new bridge and track are built for the siding. When the latter are completed, the westbound C&O-B&O trains are temporarily routed on the new siding. Work is then begun for the new westbound railroad bridge.

Stage 3 and 4, Phase 3. Eastbound trains are running on the new eastbound track, while westbound trains now temporarily use the new siding. Contractors raze the rest of the existing bridge and then complete the new westbound bridge. Westbound C&O-B&O track is placed in its permanent location. Concurrently, work is under way for the inbound and outbound Metro lines. The new siding, which has completed its service as the temporary westbound track, is realigned and connected with the existing siding.

Stage 4, Phase 4. The C&O-B&O is now operating on its new bridges and track, while construction proceeds in between on Metro structures and station facilities.



Tripleheading in snow on East Broad Top on Feb. 15 '75. Lead loco is 12, followed by 14, and 17 steaming back toward Orbisonia, Pa., after turning on the wye at Colgate Grove.
Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 14454



Construction progress at Colesville Road in Silver Spring, Md., includes new eastbound steel bridge for C&O-B&O trains, as well as existing tracks crossing old stone bridge (at right). Five new bridges designed by Dalton-Dalton-Little-Newport, architects, will replace old one allowing WMATA Metro Lines space and track alignment for C&O-B&O trains.

The solution was not unlike the farmer's. First he took the goose over the stream. Then he took the fox over, and brought the goose back. He left the goose on the first side, and took the corn across the stream, and returned along. Then he took the goose over for the second time.

A Mysterious Explosion

ONE CHILLY fall evening in 1924, No. 11, the regular night train for Vancouver, B.C., stood at the Canadian Pacific station in Nelson, B.C., waiting for departure time, 9 p.m. Its five day coaches and two sleepers were nearly filled to capacity. A powerful coalburning Pacific belched black smoke into the clear darkness as her fireman swung scoopsful of coal into the white-hot fire.

The hogger, having finished his inspection and oiling of the running gear, had climbed back into the cab and was listening for the air-whistle signal to make the mandatory standing brake test. Then, with that important but routine task done, he adjusted the flow of oil from the lubricator and relaxed on his leather seat to await the highball.

Right on schedule, the two beeps sounded just above his head. His left hand eased out the throttle while his right hand released the independent engine brake. Soon the string of coaches was clattering over the yard switches on its westbound journey. With a full moon shining brightly overhead, plus the brilliance of the engine's headlight, visibility was excellent. They picked up speed on the single-track Kettle Valley line.

For the first 25 miles they roared slightly downgrade as they followed the fast-flowing Kootenay River, palely lit by moonglow. For long periods the fireman was able to take life easy on his seat. Then, after No. 11 had made several stops along the way, the well-loaded train pulled into the busy junction point of Castlegar, where a branch line swings southward to the city of Trail, B.C.

At 10:30 p.m. they rumbled across the big bridge that spans the Columbia River,

with hollow thunder that silenced the hoot owls and tree toads, and then rushed toward the steep two-percent grade of Farron Hill, some 15 miles ahead. Now, the fireman started to build up an extra-good fire, making sure the back corners of the firebox were well banked, ready for the hour-long battle to the summit of the Christina mountain range.

With a satisfactory grade of coal in the Pacific's tender, keeping up a full head of steam was no problem. Nevertheless, for the next hour it was hard slugging for the fireman, with little time to relax on his seat. As the grade grew steeper and their speed decreased, the hogger widened on his throttle and dropped the Johnson bar forward. Exhaust blasted from the stack, echoing like cannon fire through the surrounding dark mountains. Checking his watch at intervals, the hogger noted they were on time and should arrive at Farron siding according to schedule.

Meanwhile, back in the day coaches, some of the passengers had headed for their berths in the two sleepers at the rear. But many remained in the five day coaches, mostly those who had destinations before Vancouver and were content to make the all-night journey sprawled out over plush seats.

Near midnight, the Farron mileboard swam into view and the hogger reached for the whistle cord to give the usual long single blast for the station ahead. Soon they reach-

Robert L. Rademacher, WMATA train control systems engineer, and Sonja Michelson position train models on mock-up of Rhode Island Ave., NE station at Metro's Automatic Train Control system, at downtown Washington operations center. Mock-up shows detail of steel girder-supported aerial structure, a key link in operation due to open later in year.

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Canadian National MLW S-7 switcher leads a string of boxcars past an Alco FPA-4 and two GP9's that have just been disconnected after bringing in CN Tempo train 145 on Toronto to Windsor, Ont., run Aug. 18, '74. Beyond, you can see the skyline of Detroit, Mich.

John Uckley, 414 W. 4th St., Monroe, Mich. 48161

ed the summit and rolled slowly to a stop over the ash pit, where the fireman was allowed ten minutes to shake down his fire and dump the ash pans. On that necessary job he was assisted by the night watchman on a pusher engine stationed there.

Apart from the pusher's crew and the telegraph operator and his wife, nobody lived at the desolate siding where the Farron depot stood. After checking around his engine, No. 11's hogger climbed back into his cab and, when he saw the fire cleaning was done, eased his train past the depot, where the order board showed green.

Soon the string of passenger cars was rolling down the far grade, the fireman enjoying a well-earned rest on his seat. With a two percent downgrade, the engineer had to shut off his throttle and bring the Johnson bar back to center position. As they sped swiftly around the many curves, he made a couple of light applications on the trainline air to steady his train and to keep down to a safe speed.

On one of these curves the engine crew were startled to hear a sudden loud boom come from somewhere to their rear. Immediately the trainline brakes went into emergency. As they ground to a stop, the man at the throttle gave the necessary whistle blasts, telling the crew to go out and flag. Then as a necessary precaution, he yanked the Johnson bar over to the reverse position and set the independent engine brake to help hold his train on the steep grade.

Being on a sharp curve prevented the engine crew from seeing what had happened back along the coaches. But soon a brakeman came running up to inform them excitedly that an explosion had occurred in one of the day coaches, completely wrecking it! Grim-faced, he said that some of the passengers had been injured, if not killed, and the conductor was using the head-phone hook-up to get help. He advised the engineer to close the airline valve at the head of the wrecked coach, which would let him control the rest of the train's brakes.

Then, after arranging for the fireman to go on ahead to protect that train, he hurried back to assist the rest of the crew in caring for the victims. An hour or so later, a special train, carrying doctors, nurses, food, and medical supplies arrived from Grand Forks, some 40 miles ahead. They found that the explosion had killed eight passengers and injured a dozen or so more. After they had been taken to the nearest hospital, a wrecker removed the damaged coach to let No. 11 continue its run.

An investigation into the cause of the explosion proved beyond doubt that dynamite had caused it. Although several theories were suggested, the mystery of that fateful moonlit night was never solved.

I send my published stories to my good friend Pat Doran, diesel engineer on the Kootenay Lake government-operated ferry. Pat loves my tales of the old steam days and we enjoy writing to each other. He has sent me dozens of photos of the Kettle Valley line and some of the old abandoned CP roundhouse at Nelson. I haven't visited those places since 1929, but hope to do so this year, besides riding the British Columbia's excursion train behind a Royal Hudson out of North Vancouver. — Bert Lanning, 717 Pandora Ave., Victoris, B.C., Canada V8W IN9.

Labor Day weekend 1973 accounted for six Budd cars on British Columbia Ry. train 2 from Prince George to North Vancouver as it accelerated out of Lillooet, B.C., station.

W.R. Hooper, Box 1662, Golden, B.C. VOA IHO, Canada

Canada Heard From

AN EXTENSIVE track-upgrading program, which includes the laying of slightly more than 100 miles of new and heavier rail on the transcontinental main line between Edmonton and Jasper, is being undertaken in Alberta by Canadian National Railways.

The rail-relay program of lighter rail replaced with heavier steel is being carried out at three separate points on the main line. Two sections totalling 72 miles are in the Edson area, with a third section of 31 miles located between Hinton and Jasper. In

addition, heavier rail will be laid in major yards at Edmonton, Edson, Jasper, Vegreville, and Wainwright and at many sidings throughout the province.

Bridge upgrading, particularly on the mainline, also is getting high priority, in a continuing program to replace all wooden bridges on main routes with structures of steel and concrete. This year's program in Alberta will result in the complete replacement of nine bridges between Wainwright and Jasper and the upgrading of 29 other bridges, both on the main line and on branch lines throughout the province.

Another major project being undertaken this year is the replacement of 162,700 track ties on 22 subdivisions in the province. Canadian National this year is spending some $3 million on track machinery and other heavy equipment to carry out engineering projects on the region.

I WAS in the cab of Canadian Pacific locomotive 3003 during the test run in 1936 on the Winchester subdivision. The 3003 was a 4-4-4 F2 class, had a boiler pressure of 300 pounds and 80" diameter driving wheels, the largest diameter drivers of any of our locomotives in service at that time. Five of these F2 class locomotives were built, for short, fast passenger service between Montreal and Ottawa and the Calgary-Edmonton run.

The purpose of the tests was to determine the stopping distances from high speeds, and the riding qualities of a five-car train when brakes are applied in full emergency.

The final test was made at a top speed of 112.5 miles per hour. At this speed a signal was received in the cab from the control group in the tail-end car, for the engineer to move the brake handle into full emergency. At the same instant, a bag of flour was dropped onto the track as a marker.

Measured from where the flour was dropped, it took 1 ⅛ miles for the train to come to a full stop. We in the cab thought it would be a very rough ride to the full stop. However, it was only when we got down to 15 mph that the locomotive bucked like a kicking steer and really threw us around in the cab. Glasses of water in each car did not spill over until we were down to that speed.

My jog at the stop was to take temperatures of the 80" driving wheel centers and tires and to check if the tires had moved on the wheel centers, due to the high heat generated by the heavy application of the brake shoes.

My instructions during the run were also to see if the locomotive smoke at top speeds would trail down over the cars or be lifted over the train. I can assure any young test engineer today that if you want to keep your head, don't try to stick it our of a cab doorway at 112 miles per hour. — H.W. Hayward in CP Rail News.

CP RAIL now has constant radio contact with its mainline trains and work crews between Vancouver, B.C., and the Alberta boundary. A "point-to-train" radio system recently went into operation on the 122-mile Thompson subdivision between Kamloops and North Bend, completing the province-wide communications project that started in 1972.

Two-way radio provides an instant link between dispatchers or supervisors at division headquarters and train crews, maintenance-of-way gangs, and other personnel traveling in the field. Improvements over the trackside telephone system formerly used include:

(1) Train or track defects can be reported more promptly, avoiding delays or potential mishaps.

(2) Switching instructions can be issued to trains enroute.

(3) Train location information for track maintenance crews can be continuously updated.

(4) The radio system provides a back-up for conventional dispatching systems.

TRAIN DISPATCHERS from across the CP Rail system are going to school in Vancouver, B.C., where the first class in the dispatchers' training school got off to a flying start. Under the expert tuition of Weldon Kearney and Dwight Beatty, night chiefs at Vancouver and Toronto respectively, the first six-week course opened its doors in March.

The course, made up of trainee dispatchers (now operators) is aimed at familiarizing students with all aspects of the job. Included are exercises such as simulated train-order operations and simulated central traffic control. After completion of the course, students return to their home stations to begin dispatching.

A NEW international service to cut at least two days off the transit time of railroad freight cars from Montreal to major cities along the U.S. eastern seaboard has been inaugurated by CP Rail, the Boston & Maine, and Penn Central. "The Washingtonian," as the new service is known, starts its 750-mile run in the Montreal classification yards of CP Rail, with cars arriving from eastern Canadian points carrying general merchandise traffic for U.S. customers.

News from Overseas

A WEST GERMAN motorist driving on the Landquart-Davos Road near Germanic, Switzerland, suddenly faced a deer. Trying to avoid it, he applied his brakes. His car swerved off the road onto the railway tracks which parallel the highway at that point. The driver and a passenger scrambled out unhurt; but a train immediately struck the car, setting it afire and completely destroying it. The locomotive was badly damaged.

THE FIRST direct trainferry service between the German Federal Republic and Finland is to be carried out by what is claimed to be the world's largest ferry boat. The ferry, which will carry nothing but freight cars on its three decks, will make the crossing between Lubeck-Travemunde and the Finnish port of Hango in about 30 hours.

CN No. 6060 near Okillia, Ont., in '74
Gary Zuters, 25 Stephenson Ave., Toronto, Ont.

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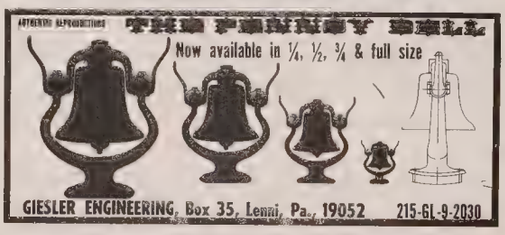

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Hotbox on the NdeM mixed train No. 323, Aserraderos to Durango, Mexico, March 19, '73.

Fred M. Springer, 17 Glen Oaks Ave., Summit, N.J. 07901

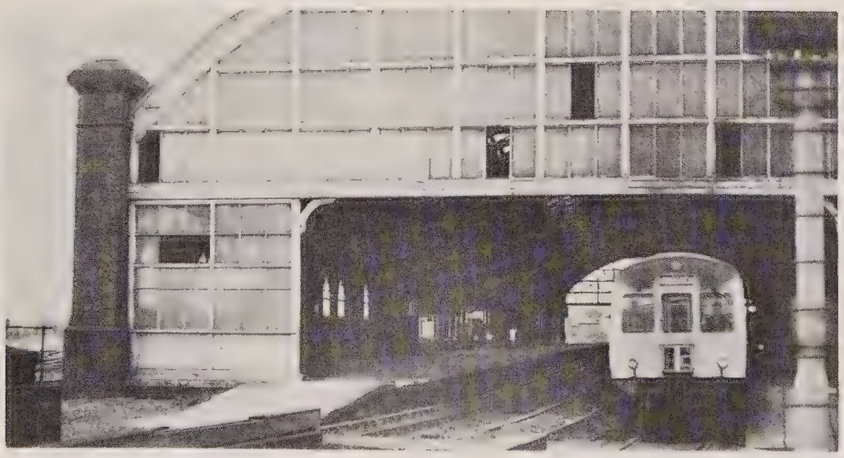
BBC TELEVISION cameramen, operating in a loco cab, have produced a London-to-Brighton in four minutes type of film showing the 118-mile run from Bristol to Paddington. It is expected to be screened on TV on the day the High Speed Train enters service on Western Region.

NORWEGIAN State Railways are again running their famous "Troll Train" between Oslo and Bergen, the most scenic rail journey in all Europe. The express special runs daily until Aug. 24th. It stops for one hour at Finse, elevation 4,200 feet, where lunch is served — consisting of fresh mountain trout, dessert, and coffee.

TWENTY-THREE miles of British Railways are closed, but only for upgrading, in preparation for the High-Speed Train now being tested. The line, from Bristol (Parkway) to Wootton Bassett Junction, has no intermediate stations, and trains between London and South Wales can be diverted, with moderate delay, via Bath and Bristol (Stapleton Road). — Joseph Fox, 4 Heathfield, Holden Ave., London, N. 12 SHY, England.

MORE THAN 300 trains were cancelled last October 18th when train and engine crew men stopped work to attend the funeral of Maurice Davies, a 55-year-old guard (conductor) who was killed when a piece of concrete tumbled down from overhead, smashing through his cab window. Mr. Davies was buried in his home village of Mardy, Rhondda, South Wales, while train service in the area was tied up.

The men issued pamphlets to passengers on the six valley lines into Cardiff explaining the stoppage was also a protest at senseless acts of violence. Three boys have been accused of unlawfully killing Mr. Davies as his train pulled into Queen Street Station, Cardiff.



British Rail still gives service over route of world's first public railway, the Stockton & Darlington, which opened 150 years ago. Here a diesel MU train leaves Stockton depot in northeastern England, for Darlington, on last Dec. 26th.

Ted Wurm, 122 Monte Vista, Oakland, Calif. 94611

Rail historian Tom Taber had much memorabilia in his New Jersey home, including this old British Great Western Ry. station clock. He passed away at age 75.

Into the Last Terminal

THOMAS T. TABER, outstanding railfan, life member of the R&LHS, and a former mayor of his home town of Madison, N.J., has taken the long trail into eternity. We remember him best as a contributor to Railroad Magazine. Since retiring from his career job as a life insurance company official, Tom had been doing volunteer work for years in helping to restructure the bankrupt railroads in the Northeast, for the Tri-State Planning Commission, and as chairman of the Board of Public Transportation of Morris County, N.J.

With the aid of friends, he also founded the Railroadians of America, a national group, and organized a great many fantrips. Until shortly before his death on May 28th he was actively promoting a railfan tour of the British Isles this summer for the 150th anniversary of the Stockton & Darlington Railway. Tom was probably the world's top authority on the Delaware, Lackawanna & Western. He wrote a massive, definitive history of that road and its motive power, intended to be published in two volumes, and assembled thousands of photos, etc., to illustrate it. The first volume had been completed and the second one was about two-thirds ready for the printer when Death tapped his shoulder, "Time to go."

Not desiring personal publicity, Tom rejected our offer to write him up as an "Interesting Railfan." So did his son, Thomas T. Taber IV, author of several railroad books, who survives him.

LAWRENCE W. SAGLE, retired curator of the B&O Railroad Museum in Baltimore, Md., and one of our "Interesting Railfans," commenced his long B&O career in 1910 as a junior draftsman and photographer in mechanical engineering. In 1936 he went over to the Public Relations department, where he won fame for his research on early railroading. He contributed articles and photos to our magazine, other publications, and wrote many books. One of his specialties was railroad model displays. But Death has a pass-key to every door. Larry's turn came on May first, and he passed into eternity at age 83.

CTC COMES TO GARNET

by Harry Bedwell

CENTRALIZED traffic control is a cunning system. Wherever it has gone into effect, the train-order operator becomes as obsolete as the link and pin. He is discontinued; his job ceases to exist. From then on, the dispatcher controls all train movements with a complicated arrangement of signals and power switches out along the line, which he maneuvers by an intricate set of levers on a panel within reach of his hand.

He slows the trains, stops them, and lets them go, opens the siding switches, and puts them in the clear, meets and passes them on the single track — all by throwing the little levers. The board in front of him shows in tiny button lights the exact position of every train on his district.

He doesn't issue a single train order to be copied by an operator. The flimsies with their crisp directives to C&E are outlawed by the book. The engineer proceeds on signals only. If the lights tell him to, he heads into the passing track without pause or hesitation. The dispatcher, away off in his office, has thrown the siding switch for him and given him the sign to head in.

An opposing train may come up the main and move on through the station at the same time without stopping, as the train on the pass clears. And the train on the pass may go through the siding and out onto the main again, still without pause. The meets are often that close. It's all done on signal from the DS, who reads it all from the lights on his boards.

The operators are through. Train-order stations are closed, and the ops themselves, three shifts of them, go on to something else.

It is interesting to watch the effects of this contrivance. Garnet, Calif., is one of the stations that went out with the coming of the CTC and I was on second trick there. The stem of the wye was plugged with outfit cars while CTC was being installed there, and later they stuffed the house track with nine more.

There wasn't much you could actually see they were building. No big structures or deep excavations. It looked like a tinkering job. Trenching for underground cables, putting up concrete bases. Small parties here and there, and a lot of running up and down with gas cars. In places, they were taking down block signal blades and replacing them with target lights. Over west, they moved in relay houses and set them up in yards and blind sidings, along with outside telephone booths, handy for the crews to call the dispatcher.

Trenching beside the Garnet station, one workman dug up a twenty-dollar gold-piece. It was black and dated 1892. Old-timers recalled then that Garnet had once been the railroad station for swank Palm Springs, three miles away against the mountains. That coin dated back to the era when trains were met by stagecoaches, and passengers were toted over sand roads to the resort.

OLD-TIMERS became misty-eyed over the days when there weren't any automobiles or roads to run them on, and when travel on the desert was limited to crawling wagons and the rambling trains, and CTC hadn't even been wildly dreamed of.

The first installation put in operation by the Southern Pacific began just east of the Colton yard. The dispatcher was at his board and his dominion grew past lonely blind sidings to Beaumont. El Casco ceased to be a train-order station. It was abandoned. Three tricks were cut off.

When CTC went into effect as far as Apex, the Beaumont train-order operators were discontinued. The new regime moved on inexorably through Banning and Cabazon to the Palm Springs station. Next in its path was Garnet. We had the uneasy feeling of doom.

The station, squat and wide-roofed, smelled of the musty past. It had hunched here, taking the sun's beating, for a long while. Sitting in on a trick at Garnet was joining the procession of desert railroad history. You wondered how long ago rails had first been run through and when the station had been built. You dipped into the records and came up with a date: The twenty-mile section through San Gorgonia Pass to Indian Wells (now Indio) was opened for traffic May 29, 1876.

A long time ago little old work trains huffed and puffed along here, while

Henry Bedwell as he looked in 1950.

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gandy dancers hustled in the glittering sunlight, bedding the ties and manhandling the rails, encouraged by the blistering epithets of the construction foremen.

Some of those ragged, rugged hellions had been at Promontory Point that memorable May day when the Central Pacific and the Union Pacific met and joined with that golden spike, only seven years before. The Big Four had been turned back there, and now they were driving east by the southern route, racing to Yuma where, under the terms of the Congressional Act of 1871, they were to meet the Texas & Pacific. The fiery Colonel Tom Scott and his T&P were still back there deep in the heart of Texas. Huntington was really heading for El Paso with his Southern Pacific. And he'd make it.

The little old trains — watch charms they'd seem now — began to run on approximate schedules to Indio in 1876. It probably took them a couple of days to make it from the coast, and longer when the floods came down from the mountains and washed out the inadequate roadbed. You wondered if the shades of those old railroaders ever came back to watch the mammouth Mallets tear holes out of the desert atmosphere, trailing a mile of rolling stock, with boxcars big enough to contain a couple of the little locomotives used then.

FASCINATING it is to make mental pictures of those others who had sat at the old telegraph table at Garnet, in the days when the only instant communication was Morse. Young fellows at their beginnings, with eyes bright on the future of the West, cautiously took their first mainline jobs, proud and ambitious, but not yet expert at telegraphing.

There must have been experienced men, too, lured from the East, eager to cast their fortunes with this expanding venture. Freightened and disheartened at first by this grim and empty land, most of them would remain slowly snared by its weird charm, eventually to become old-timers, lean and arid. Love of the deep quiet grew in their hearts, and they let time drift in calm content, mildly contemptuous of the traffic hurrying by. The desert got them, and they stuck.

Then the inevitable drifters. The mighty country was astir and on the move to crash the restricting horizon, and the restless ones must go and sell it all. A reasonably good man could get a job anywhere. The boomer was born then and brought to bloom in those expanding times.

Out here in these isolated stations, with living quarters furnished, they came to acquire a stake after a time of revelry, to loaf and recuperate in the sun, for little work was required of them. Merely copy an occasional order and hand it up, and OS the trains as they went by. Presently, with a half-dozen unspent pay checks in their britches pocket, they'd head into the unknown again, once more prosperous for the moment.

At the turn of the century, men like Bill Knapke had skippered freight trains across those shimmering flats, tormented by the winds that funneled through San Gorgonio Pass — and Bill is still remembered here by a few old-timers. Light on his feet, his hat at that go-to-hell slant, he ran his schedules as autocratically as the captain of a seagoing ship.

"Bill Knapke? Sure. See that angel there on the mountain side?"

There is an angel up there on the abrupt wall, her wings half-spread, just like the old Bible pictures. It's a formation, similar to the arrowhead above San Bernardino. But what did Bill have to do with angels?

"He's the first man who ever took her picture," I was told.

Three miles away, behind a protecting shoulder of the San Jacinto Mountains, you can see Palm Springs sprawling in its magnificence. The famous, the rich and haughty, come for the winter sun. They have play ranches and palatial homes. In the beginning the Indians camped by the mineral springs. Then white men with their tents and shacks came along, seeking health from the dry air.

THERE WAS a slight flurry of excitement when section gangs combined and swarmed in to install power switches in place of the old manual stands. They had to take a siding out of service while they made the change, so they did a quick job of it. For one day, at Garnet, they ran all traffic through the short pass.

One afternoon you crossed to the station to take over, and there was something missing from the skyline above the restless palm trees. A constant element was gone. The hard blue bowl of the sky was empty and lonely. You felt a panic, and you stumbled, staring upward, searching for what had been taken away. Then you realized. The blades were gone from the train-order signal! The mast stood up stiff and stolid, like a blasted stump, all life gone from it!

Today's engineman wouldn't glance sharply at the outflung blades as he rounded Garnet Mountain into the straightaway, watching for the board to fall, or to dip a signal that the op had orders to hoop up. With no order board, the operator no longer had authority over the trains. CTC was cut into Garnet. For the time being, this was the east end of it.

It was bewildering when first Number 1 came at you wide open, and there wasn't a thing you could do for her. A quick glance through the orders on the table to make sure there was nothing for her, then an instinctive reach for the lever to pull the board and clear her. It was slightly terrifying to feel the lever limp to the touch, with the Sunset Limited storming down upon the station. There wasn't any board. First I ignored Garnet completely as she hit the CTC lights and flung by. The world had sure been shot out from under you.

Okay, take it easy! You'd come here for the ride, for the time it would take them to wash up Garnet, just to see how the CTC did it. It would be very interesting. But you wouldn't stay here if they gave you the whole wide desert. So don't get up a blood pressure. Skip the sentiment. Anyhow, they weren't through with the operators here — yet.

The ops still had to handle eastbound traffic. Every train going off the CTC had to be cleared. None of them — Golden State, Sunset Limited, military special, or clanking mountain local — would leave the station without a clearance card. And all extra trains, and trains in sections, must have running orders before they proceeded from the CTC area onto the automatic block. Garnet became, in fact, a terminal. Most of the orders fixing the eastbounds on opposing trains were put out here. There was always a stack of them on the telegraph table, and the operator was mostly tied to the dispatcher's telephone during his entire trick.

It was a little confusing the way an eastbound now behaved. She'd come at you from out of a curve at the end of the row of palms, right on top of you when the headlight showed. But you couldn't tell immediately is she were on the main or on the short pass that parallels it in front of the station.

In all the operations you'd ever been engaged in before, a train had to stop to take siding, and let the head brake-

man go forward and open the switch. There was plenty of advance notice when she was going in the hole. Now, they use those passing tracks as if they were main iron. The engines romp by the station on no matter what track, and you have to be out there to hoop them up. Once or twice at first, you tried to hand up orders to a train you thought was coming down the main, when as a fact she had sneaked in behind you on the long pass. Which was somewhat humiliating. But the crews thought it very, very funny.

A FRUIT BLOCK came down off the grade and headed into the long pass. Brakeshoes glowed red-hot in the darkness while thin smoke blurred the station floodlights. The long train of dripping reefers slowed and stopped, the head end out of sight around the bend of the siding. She'd paused to cool her wheels and to be inspected.

Conductor and rear brakeman came down along the train and turned into the office. The skipper eased himself gently into a chair back in the shadows. The parlor man draped himself over the counter.

"It won't be long now," said the brakeman cheerfully, "before they pull this job out from under you."

He wasn't really a bad fellow. He probably paid his bills and was good to his mother. But with that remark you disliked him violently. It burned you up. It was like being cheerful over the passing of someone pretty close. It was tragic to see all those telegraph stations shut up and deserted. The dingy depots had stood sentry on the line of transcontinental commerce for over a half-century. Their names rippled through my memory: El Casco, Cabazon, Apex, Whitewater, Edom.

Edom was the first desert job I'd ever had, back there in the wide-eyed kid days. They'd sent me there to relieve an op who'd been years out here by himself in the solitudes and was taking two weeks off for the first time.

But two weeks had been too long for him to be away. That op was back on the fourth day. He spent the remainder of his leave just hanging around the station. The big city had confused and frightened him. He wanted to be where people didn't all the time intrude upon him, where a man could sit and think without being bothered. The desert had him. He couldn't be long away from Edom. And now, tomorrow, CTC would be cut in at Edom.

"Yes, sir," the brakeman nodded brightly. "The old CTC is sure gonna jar you loose from this place."

The skipper stirred in his chair, back there in the shadows.

"That's right," he said mildly. He was a gray old desert rat. "And it will take a lot more jobs as it keeps on growing," he added pensively. "Some day they'll be running 150-car freight trains straight through from Los Angeles to Yuma, without changing crews or power." He looked at his young brakeman. "Know what that will mean?"

"Sure," grinned the shack. "It'll mean a swell ride, with lots of miles in it. No switches to throw, and blamed little flaggin' to do."

"That's right," agreed the skipper. "Also, it will take very few train and engine crews to handle the traffic. A few old-timers will manage the job."

The brakeman frowned.

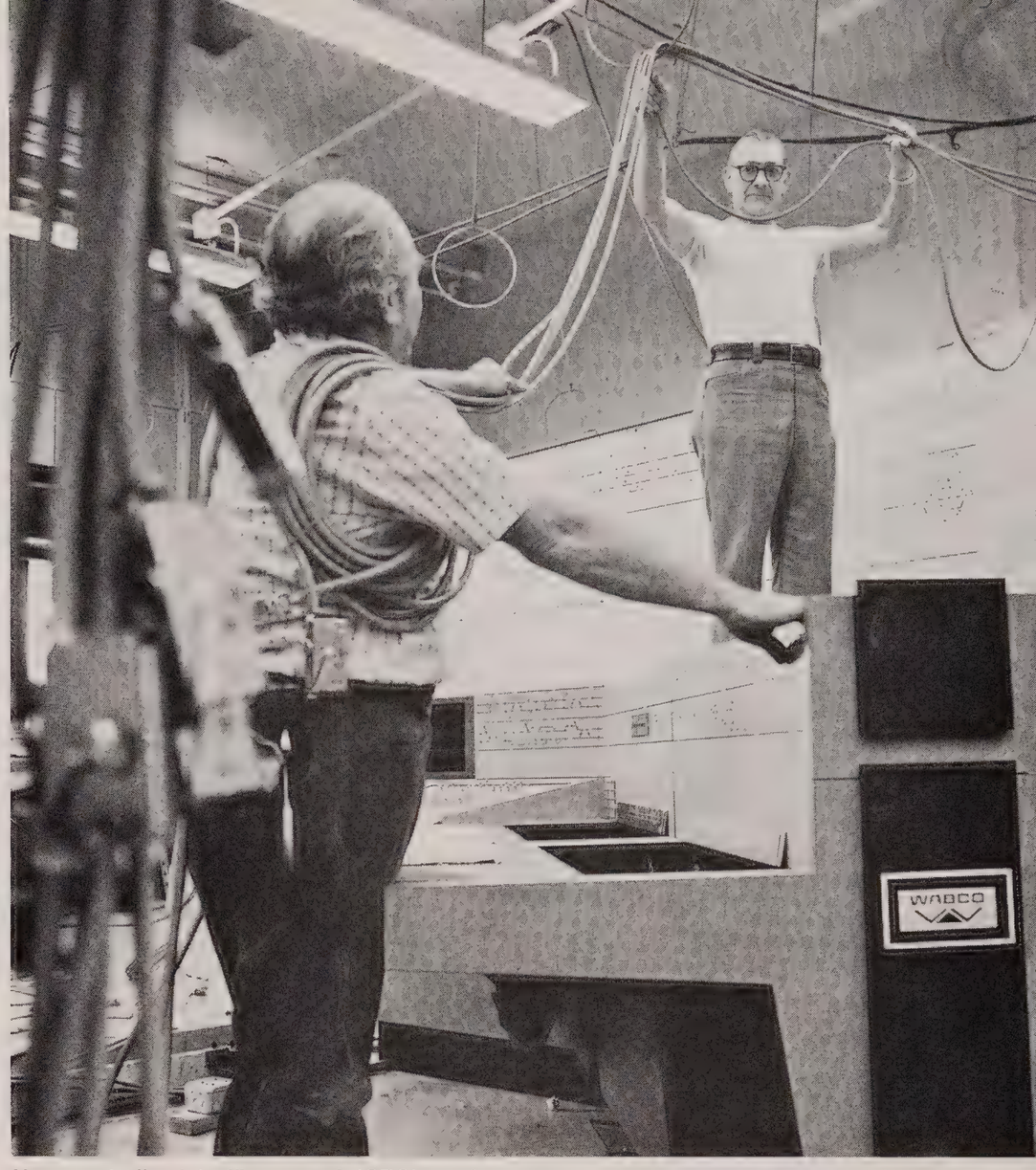
Away down at the east end of the pass the hogger whistled off. The conductor and his parlor man went out and caught the hind end as it went by. The fruit block rolled away into the quiet dark. HU began calling on the Morse.

"This is it," he sent crisply, "and it's for you."

I had anticipated this with the pleasant expectancy I always felt going on to another job, wondering where it would be. But now somehow, as I copied the message he sent, I felt as if something vital had gone out of my life.

"Protect second trick Calexico four p.m. tomorrow," the telegram instructed.

It was my next assignment. CTC would take over Garnet at eight o'clock in the morning.



New centralized traffic control (CTC) equipment soon to assume command of Union Pacific train traffic between Archer and Dana, Wyo. Built by Westinghouse Air Brake Company's Union Switch & Signal Div., the new CTC system replaces an older style control center which controlled UP traffic since 1955 between Cheyenne and Laramie, some 50 miles. The new WABCO system will extend control by approximately 100 miles. New control equipment includes a track display panel and two control consoles through which the dispatcher will direct train movements by controlling position of the track switches and signals on the line.

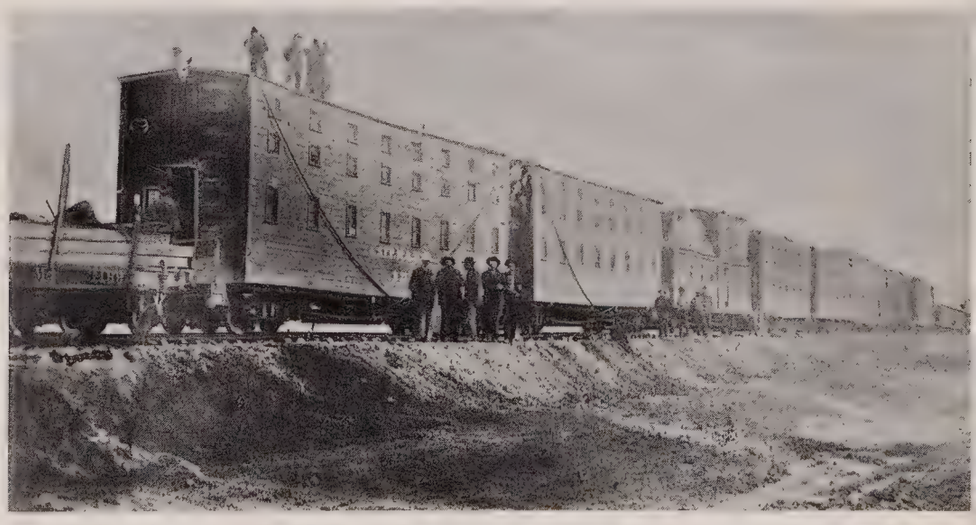
PHOTOGRAPHS OF THE MONTH

This camera portrait of the Chicago Transit Authority's Wabash and Adams elevated station stairway appears in a portfolio of pictures by William Wild in the spring 1975 issue of The CTA Quarterly, published by the CTA. Whether a street, avenue, or whatever, the old name Wabash still gives a thrill to many railfans.

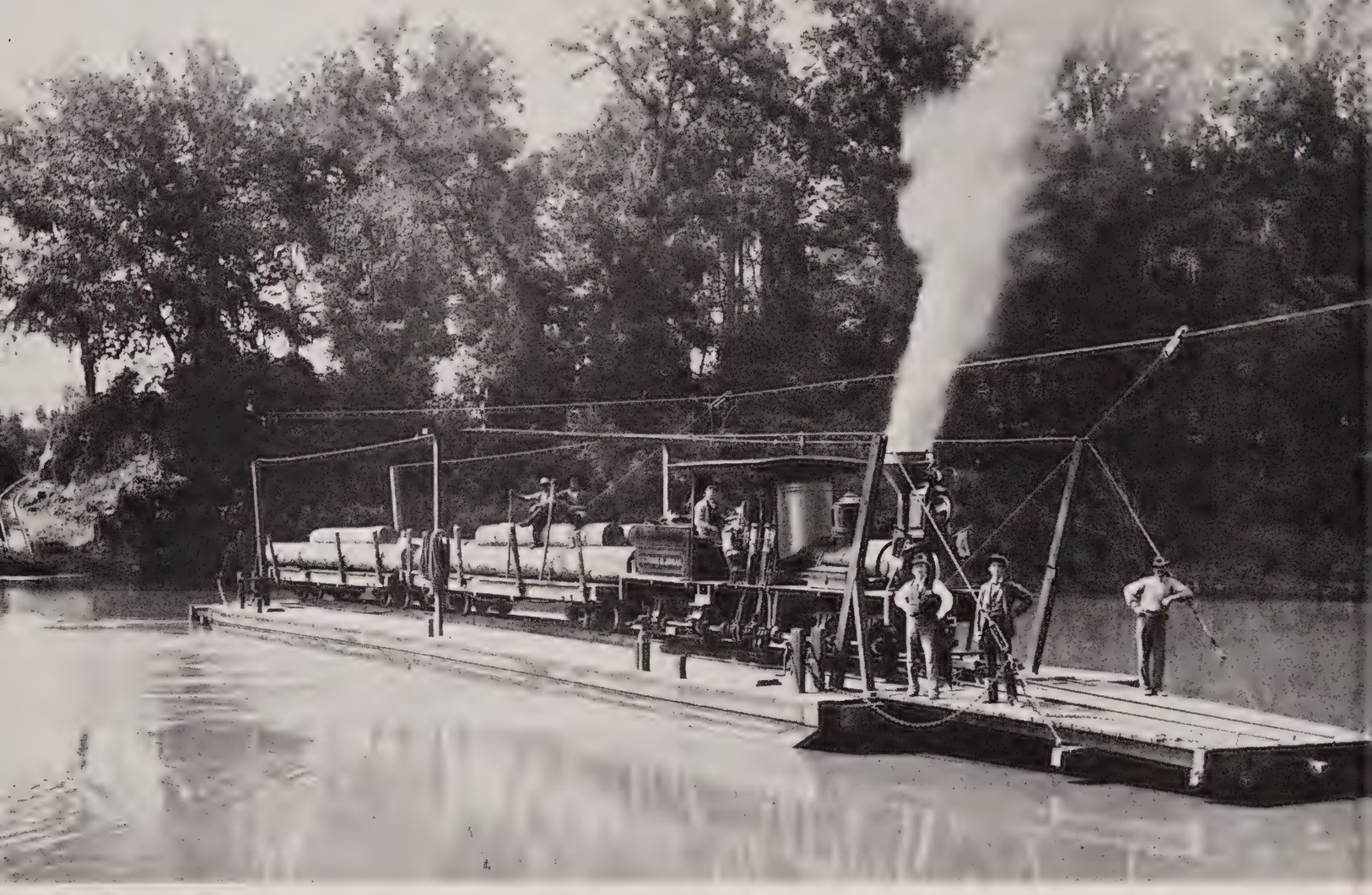
All in the (Union Pacific) family: Jim and Sue Krause, believed to be the first man and wife locomotive engineers. They met as engineer-trainees at Los Angeles, where they're learning to run diesels from the smallest 1,000-hp yard goat to 6,600-hp mainline units, the world's largest. Now that the locomotive fireman is disappearing, UP is training more than 100 newcomers, including five women, directly as engineers. Who wears the striped overalls in the Krause family? As far as the railroad goes, Sue is two hours ahead of Jim in seniority.

Photograph by John Uckley

Like hooded knights of King Arthur's day, signals guard diamond where Detroit & Toledo Shoreline crosses Grand Trunk Western at Lasalle, Mich. GTW 5919 pulls freight northbound, Feb. 13, '75.



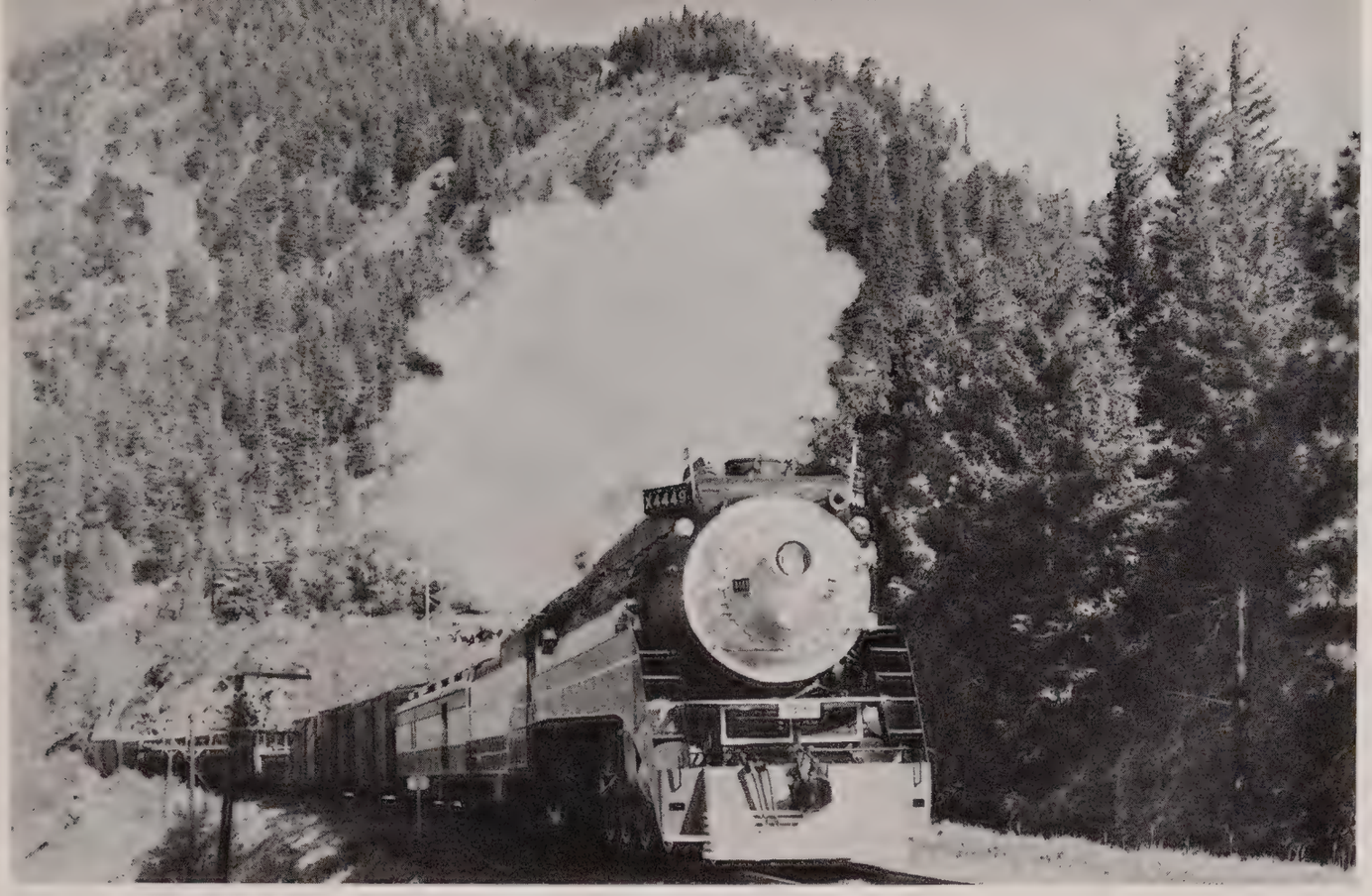
You don't see many trains like this today. Three-story boarding cars were used in the 1880s by workmen building the St. Paul, Minneapolis & Manitoba Railroad. This later became the Great Northern, now part of the Burlington Northern.



This old slim-gage gal is having a rest from her log-hauling chores while being floated across stream. Any reader know where and when?
Collection of Edwin P. Alexander, Box 528, Upper River Rd., Yardley, Pa. 19067

Photograph by Kyle Brehm

It might have been midwinter and the air sharp, but members of the Pacific Locomotive Association enjoyed this fantrip behind McCloud River R.R. No. 25 on the mainline to Lookout, Calif., Jan. 26, '75. Loco was just finishing short photo runby.



For the first time since 1958, no special train ran this year from the Circus World Museum at Baraboo, Wisc., which had made the annual circus parade possible in Milwaukee on July 4th. That train usually had two stock cars carrying elephants, horses, and other animals; 20 double-length flatcars with a precious cargo of 63 historic circus wagons, and several passenger cars. Rising costs cancelled the 1975 trip. Hopefully, it will run next year. Unidentified fan takes movies of the loading scene under a bright sun in July, 1965.

Barrels of oil, row after row, form an interesting pattern which leads the eye to one of Chicago & North Western's new SD40-2, No. 6804, being serviced on the Nelson-Benld line in Illinois. It is common practice to operate 22 trains over single-track line in a 24-hour period, and that takes some doing. The price of this oil to operate the average diesel has sky-rocketed.

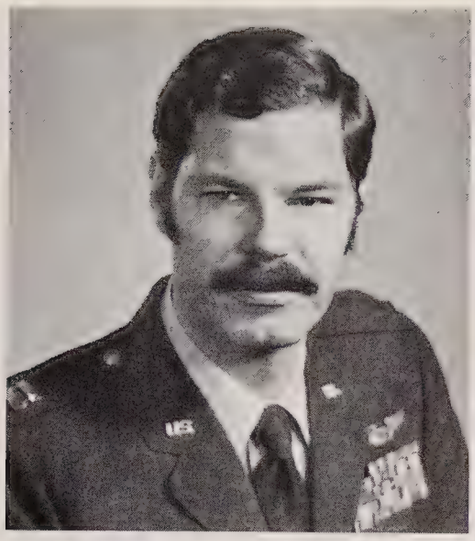
Wayne Bridges, RR1, Box 282A, Delavan, Ill. 61734

William T. Morgan, P.O. Box 5523, Oxnard, Calif. 93030

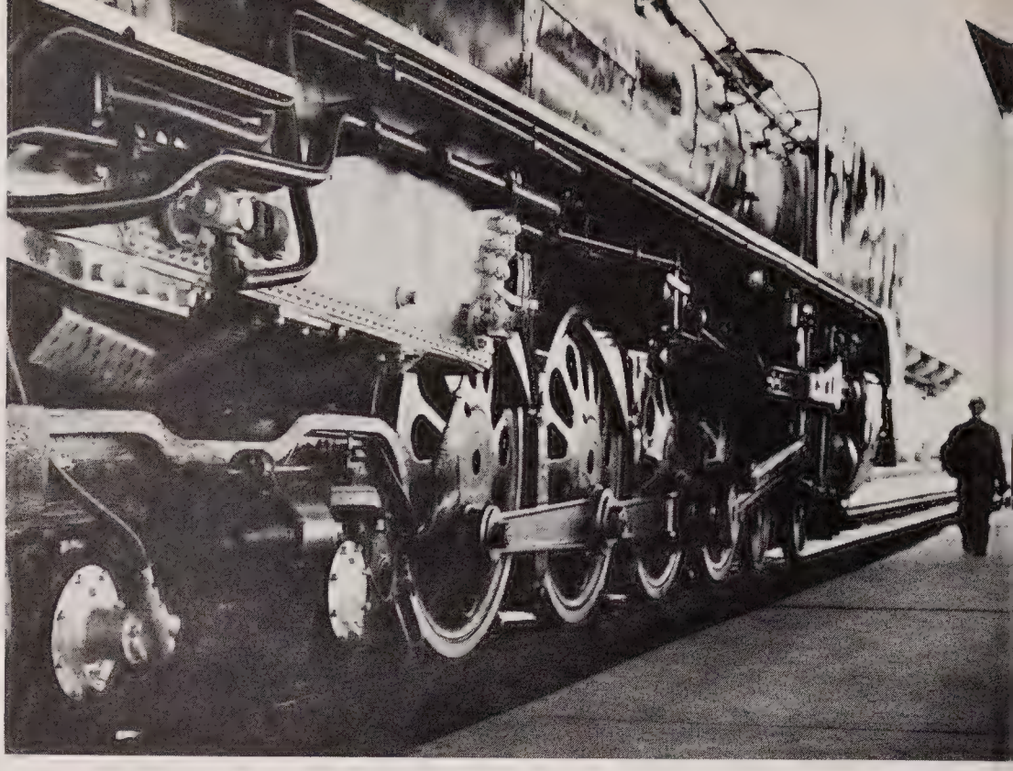
Some retired cabooses are scrapped. Many others are used as libraries, clubhouses, vacation homes, etc. This hack from the Richmond, Fredericksburg & Potomac was converted to an Auto-Train Gift Boutique shop in Sanford, Fla., Salesgirl Colleen Ruth works there.

Double-deck trolleys are still running in Blackpool, England; in Alexander, Egypt, and Hong Kong; but probably nowhere else except in a few streetcar museum operations. This one was built by the Blackpool Car Company in 1925, ran for years at the English "watering resort," and is now at Seashore Museum at Kennebunkport, Maine. Trolley fans will find this place a treat this summer.

Robert B. Redden, 113 Munroe, Lynn, Mass. 01901



Capt. Bill Withuhn, U.S.A.F.



Union Pacific 4-8-4 No. 8444 dwarfs rail workers on platform at one of the UP's stations.
Photographed by Bill Withuhn

BILL WITHUHN

Interesting Railfan No. 152, by Freeman Hubbard

IMPETUOUS is the word for Bill Withuhn. Whatever he does, he plunges into wholeheartedly. Pulling freight or switching cars on the Black River & Western at Ringoes, N.J., where he works rather often as a hogger, writing a feature article for us on "The World's Largest Active Steam Locomotive" (March '75), or handling the Oral History Project for the Railway & Locomotive Historical Society, of which he was recently elected a director, Bill really tears into it. And that applied to his courtship also.

He recalls a time in his senior year at the University of California at Berkeley when he showed up for one of his student art committee sessions. Among the committee members he talked with that day was a junior, the personable Gail Hartman. She was, and is, quite attractive, with raven-black hair, hazel eyes, and a figure that would look good in a bikini. Her first meeting with Bill was routine. But two weeks later, the impetuous B.W. drove her up to a scenic mountain top in his old red MGA sports car and asked the bewildered girl to marry him.

Caught by surprise, Gail took a year to think it over. "I was fickle in those days," she admits, "and usually lost interest in a young man after dating him once or twice. In fact, I had sworn off dates with engineering students because those I met knew a lot about engineering but hardly anything else."

Yet Bill persisted. He wined and dined Gail, serenaded her, and even dedicated poems to her. At length she said yes. The knot was tied in 1964. They are now living at 123 Linden Avenue, Ithaca, N.Y. 14850. Gail is employed as a high school English teacher while Bill attends Cornell University, and they have a three-year-old, towheaded son, Jamie.

"What made you decide to marry Bill?" we asked the wife.

"He is exciting," she said. "He was a liberal arts student as well as an engineer, and a lively conversationalist. I never had to play dumb with him."

"What kind of husband did he turn out to be?" we enquired.

"On the whole, good. But he is far from neat and tidy. He is easy to cook for, will eat almost anything but eggplant, and even helps with minor household chores."

They have many things in common, but also some differences. "I play the piano and the flute. He likes our local community concerts. But Bill can work for long, concentrated periods on a single project, while I need variety every day. He does his best work in the middle of the night; I do mine in the morning. Bill is politically oriented; I am not. We sometimes disagree on money matters because I like to economize while he needs his hobbies. The latter include tinkering with and driving his sports car, the same one we rode in when he first proposed to me. What I enjoy most are warm, loving, and bright people."

Gail is interested in her husband's railfan activities, since there is railroad blood in her veins. One of her grandfathers worked for many years as a station agent, telegrapher, and station master for the SP at various points in California.

BILL was born in Portland, Oregon August 12, 1941. His father was at times an Army reserve officer, a bank examiner, and a certified public accountant. Today, as senior partner in a large CPA firm in Modesto, Calif., he still keeps the books for the profitable Modesto & Empire Traction Co., whose fleet of little GE diesels connects the city's canneries with the Southern Pacific and Santa Fe mainlines.

The family moved to Modesto in 1949. Bill recalls his favorite locomotives, the big "Daylight" 4-8-4's in elegant orange and red paint schemes. He also remembers the smaller SP classes, especially the 2-8-0's and 4-6-2's, and the colossal AT&SF steamers. There, too, he met one of our Interesting Railfans, Guy Dunscomb, who wrote the definitive book on SP steam power.

Bill's greatuncle, Fred Yenny, now living in Stockton, Calif., is one of the last of the boomers. Yenny cut wheat in Saskatchewan, mined copper in Montana, braked on logging lines in Washington State, and fired on the Great Northern in steam days. His reminiscences fanned Bill's zeal for railroading, and his tips on firing helped our hero when he began firing the BR&W's coal-eating 2-8-0, No. 60, up

one-and-a-half percent grades.

"I can't remember a time when I wasn't interested in railroading," says Bill, "and as I grew up I acquired other interests, too: aviation, backpacking and hiking, and automobiles, all of which have stuck with me."

From 1963 to 1972, Bill was a regular career officer in the U.S. Air Force. After attending the first USAF school for industrial engineers in Denver, he served as a USAF industrial engineer from 1964, just after his marriage, to 1965. Then he decided he wanted to be a flyer. So his boss got him a slot in navigation training at Waco, Texas, from which he graduated first in his class.

In 1966, while he was stationed on the East Coast, he "discovered" the Black River & Western. Since then — but with time out for the Vietnam War — he has been doing volunteer work frequently for that common carrier. One of his treasured possessions dates from the time when the BR&W leased its trackage rights from the Pennsy. It's a regular certificate from a PRR rules examiner qualifying William L. Withuhn as a locomotive engineer for the Pennsylvania Railroad Company, as of 1966.

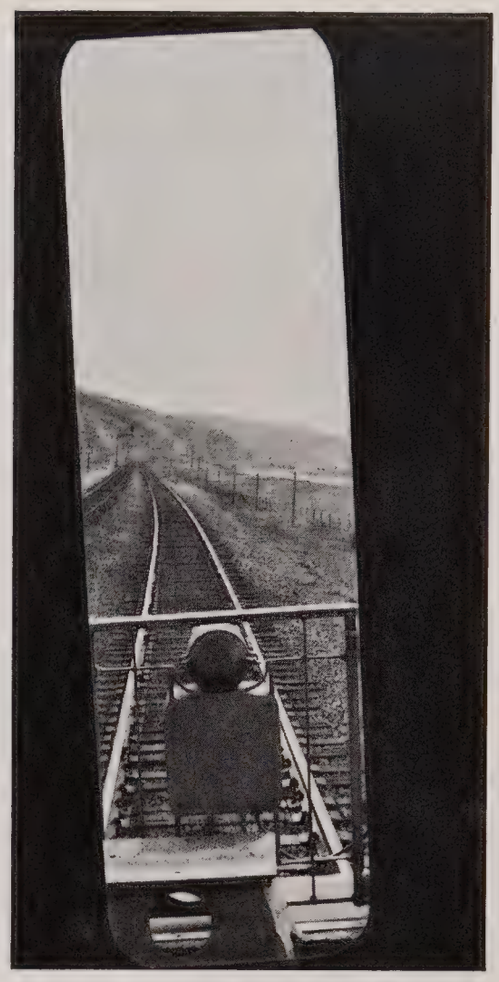
Says Bill: "I owe the men of the Black River a debt I can never repay, for all they taught me about steam."

As an aviator, our railfan logged over 5,000 hours in heavy cargo aircraft and visited every continent. He is proud of this record, but Gail comments dryly: "Long flying trips of two or three weeks are not conducive to shared activities between man and wife." Some of our Interesting Railfans and other rail buffs are flyers. Bill notes that, on the ground, they look up whenever a plane wings its way overhead, but when they are in the air, their eyes scan the ground for trains! Bill remembers a great pilot, Capt. Virgil Hoch, who could fly by "the iron compass," which means navigating by following the railroad lines. He knew the railroad routes across the country better than Bill does.

"One night," Bill tells us, "above the northern Pacific Ocean with Virgil on an eastbound flight from Midway Island to California, both aircraft compasses went bad and we soon got lost in the blackness. It was thickly overcast above, so I couldn't use the sextant, and it was nip and tuck all the way. Rain didn't help matters. The crew worried all night, but we managed to find Hawaii. Our unscheduled stop there was memorable. That evening, over beers, Virgil told me a lot about Hawaii's sugarcane-and-pineapple railroads. Said Virgil: 'You couldn't get lost on a railroad!' "

Railfan No. 152 served in Vietnam, 1969-70, as an Air Commando. He flew 203 gunship-attack missions (all at night and at low altitude) as fire-control and navigation officer, and won a flock of Distinguished Flying Crosses, the Bronze Star, other medals and citations. Afterward, he became a Select Lead Navigator and Instructor in the C-141, a large jet cargo plane which also flies low-level parachute-cargo and paratrooper drop missions. He occasionally was assigned to fly the Vice President of the U.S. and ambassadors to various spots on the planet.

Among his thrills was tracking down some Mikados which are still running in Turkey. They had been designed by his good friend Col. H. G. Hill, a designer of U.S. Army locomotives during World War II. A Turkish railway official described them as "the most reliable steamers we ever had, without exception."



Highballing across Utah at 60 mph, rear car wheels grip start of curve, giving tilt effect looking back over rails to signal tower.

"Years ago," reports Tom Davis of Yonkers, N.Y., "Bill borrowed several International Correspondence School textbooks on steam locomotives from Colonel Hill. He devoured them in short order and pointed out to Hill a few mistakes that the I.C.S. had allowed to get into print."

Bill treasures the many friends he has among railroaders, designers, and officials both here and abroad. But when he said good-bye to the Air Force in 1972 he didn't go into railroading as his life's work. This time he wasn't impetuous. After long consideration, he chose health and hospital administration, and got training for that career at Cornell's Graduate School of Business. But for four months in 1972 he actually was on the BR&W payroll as the full-time freight engineer. He pulled daily freights up the hill from the Penn Central connection at Lambertville, N.J., to shippers in Flemington and ran steam tourist trips on the week-ends.

"That summer," he states, "Gail and Jamie and I lived in a little apartment at Lambertville and liked it immensely. When our son was six months old he rode in a freight-engine cab, in his

Both photographs on this page by Bill Withuhn

Pretty wife Gail, who fell under Bill's charms, shown with their three-year-old son, Jamie.

Nope, that's not "Ralph on the locomotive," but hogger Bill on the right side of ex-Florida East Coast Pacific 148, then owned by BR&W.
Photograph by Jim Boyd

mother's arms, with his dad as the engineer. Not many kids will be able to say that when Jamie gets older."

DURING the summer of '73 Bill worked for a Congressman from New York State in his Washington office. At that time the Northeast Rail Reorganization Act (ConRail) was being written and was moving through the House. Our railfan prepared an extensive study on the bill, of which his boss was a co-sponsor, coordinating with various Congressional and Federal agencies, railroads, state and local governments, shippers, and so on. He still works with the Congressman, currently on a legislative project in the health care area.

John H. White, Jr., editor of R&LHS publications, and who is doing such a great job on the Society's "Railroad History," persuaded Bill Withuhn to join the R&LHS and he brought about the appointment of Bill as head of its Oral History Project. This program is doing tape-recording of individuals, particularly oldtimers, who have played major roles in connection with railroad lore. Its purpose is to make a permanent record, available for future generations, of some of their experiences and recollections, while they are still living and interviewable.

Jack White, who is also one of our Interesting Railfans and curator at the Smithsonian Institution, comments: "I am much impressed by Bill. He is intelligent, well educated, and articulate. His analysis of the modern steam locomotive in Trains magazine is one of the most imaginative and best-reasoned statements I have seen on the subject. His reconstruction of 'what might have been' had the steam locomotive survived, or even the suggestion of its possible revival because of the energy crisis, is certainly timely. Bill seems to possess an energy and enthusiasm that goes beyond the directionalist pursuits of the more casual buff, and to have all the qualities needed to succeed in whatever he undertakes. His handling of the Oral History Project shows the sure hand of a capable manager. He has studied the problems and organized a smooth, workable action-plan. I think we will certainly hear more from this young man in the future."

Interesting Railfan Howard F. Greene, president of the R&LHS, regards Bill as "one of the most energetic young men I've ever met. He is working on his doctorate at Cornell, which is time-consuming, but he willingly took on our Oral History Project and is doing well with it. He lined up an impressive advisory board and let no grass grow under his feet in selecting assistants and putting them to work, besides conducting interviews himself. In short, he shows excellent judgment and a boundless capacity for work."

Besides Railroad Magazine, Bill has contributed fact articles and book reviews to Railroad History and Trains, and he has a column on steam locomotive design for the Bulletin of the New York Division of the Railroad Enthusiasts. He also has had articles on aviation and on health care in other publications.

Says he: "I'm glad to see that more writers these days are putting back the human element into railroad history." (Our own magazine has been doing that from its very beginning, 69 years ago.) "Another aspect of the hobby I aim to pursue in earnest some day is railroad

folk songs. I'm gradually building a collection of such material, with words, music, and background history."

The Withuhn home in Ithaca is a small, two-story, frame house with a steeply pitched roof, for the upstate N.Y. winters. A few railroad prints adorn the walls of his den. He also has a fine watercolor painting, done by his late mother, of an abandoned locomotive boiler in a Los Angeles scrapyard. Most of his memorabilia was wiped out by the flood of 1972, when his family possessions were at a storage company under eight feet of water! But he is slowly accumulating rail books autographed by famous authors. One item of some value in his collection is a railroader's Illinois pocket watch that had been stolen by Frank James about a century ago. A "black sheep" in Gail's family tree used to ride with Frank and Jesse and their gang.

Another of Bill's prized possessions is a bas-relief of a 4-8-4, beautifully carved in wood by a Lima designer, friend, and Railroad Magazine author, J. Edgar Smith. A similar panel hangs on the wall beside your editor's desk.

Bill keeps fit by tightening track bolts, spreading ballast, driving spikes, and shoveling coal on the Black River & Western. He also likes hiking, sports-car racing, and sailing. He owns a small 15-year-old sailboat, made entirely of wood. One day he took part in a New York Sailing Club race for large sailing yachts on Long Island Sound with a friend, and their boat came in second.

A rangy man of 6 feet, 4 inches, our subject weighs 190 pounds and has grayish-green eyes and light brown hair. The last time I saw him, Bill had Bluebeard foliage on his face, but that's gone now, except for his bushy mustache. He smiles readily, makes a newcomer feel like a lifelong friend, and, as we said, is impetuous. His only bad habit that we know of is smoking cigars, although he admits being given to procrastination.

"Getting things done for people and through people," he tells us, "is my deepest satisfaction. But I can be impatient. I have no time for those who offer 'suggestions' but who won't pitch in to help implement those suggestions. I enjoy engineering, but I often wonder if technology doesn't overrun too much natural beauty in our world. I'm a lifelong conservationist, and one reason for my interest in railroading is a belief that trains, by their inherent frugality in the use of fuel and land, offer sound answers to some of our environmental problems."

Despite his easy smile, Bill is an intense person. He can't conceal his restlessness when things he wants to get done take too long. But he finds that a walk on a woodland trail, preferably with Gail, is a great restorative. He also enjoys an evening at a symphony concert or with a good folksinger, like "Utah" Phillips. Dinner at a fine restaurant also warms him up. One of his best restoratives is just romping with his son.

His article on "The World's Largest Active Steam Locomotive" in our March issue drew many favorable comments from railroad men as well as buffs. For instance, G.E. Hinds, assistant administrative secretary to the president of the United Transportation Union, said: "Several conductors, engineers, brakemen, and switchmen here at UTU headquarters read Bill Withuhn's piece with fascination and a lump-in-the-throat feeling for our years with steam."

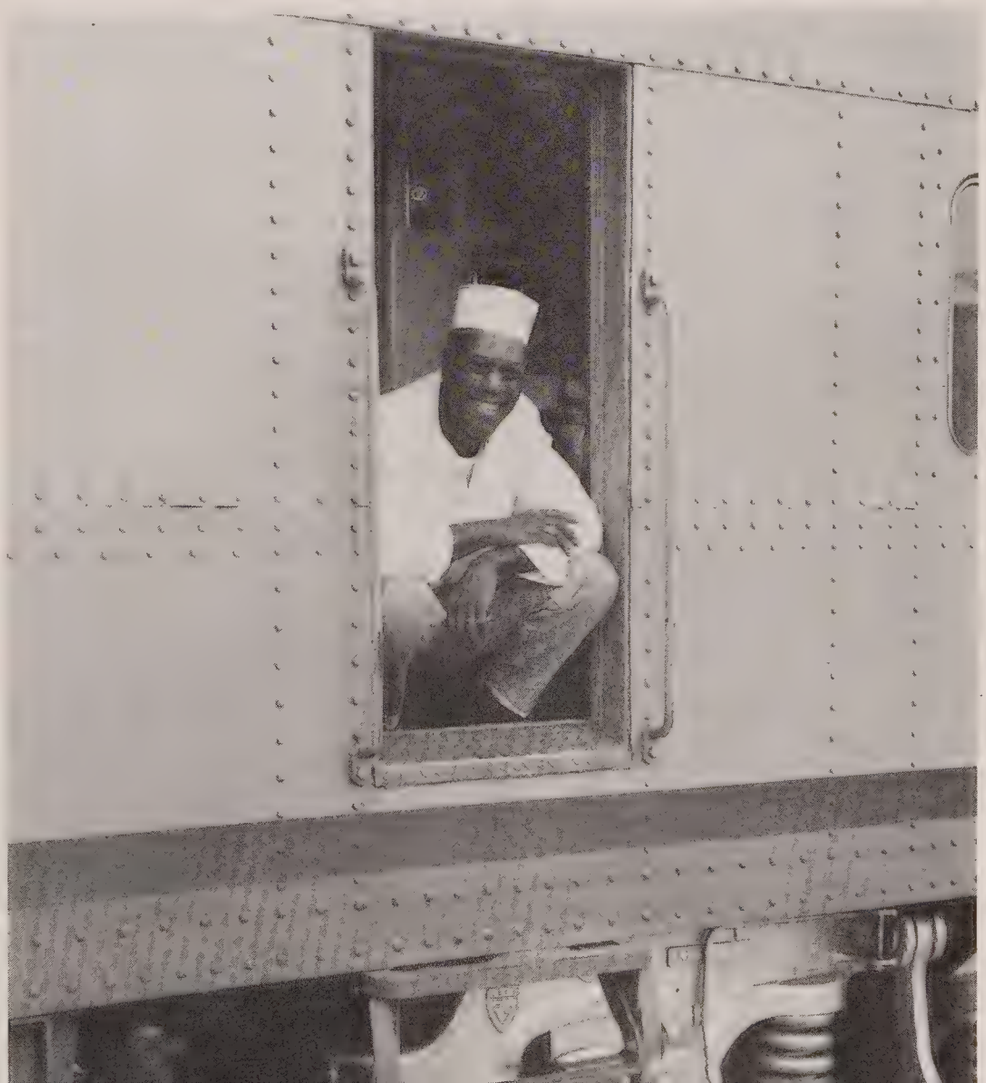
Says Bob Le Massena, a mechanical engineer and railroad writer: "I have great respect for Bill's background knowledge of steam locomotive design. I admire his ability to ferret out information from a mass of statistical data. His technical statements are backed by facts and logic. Yet he also has a subtle sense of humor. I find him interesting to talk to and correspond with. I feel pleasantly enlightened and entertained from reading one of his lengthy letters. When you ask him a question, you get an intelligent answer, not a brush-off or some unsupported generalization."

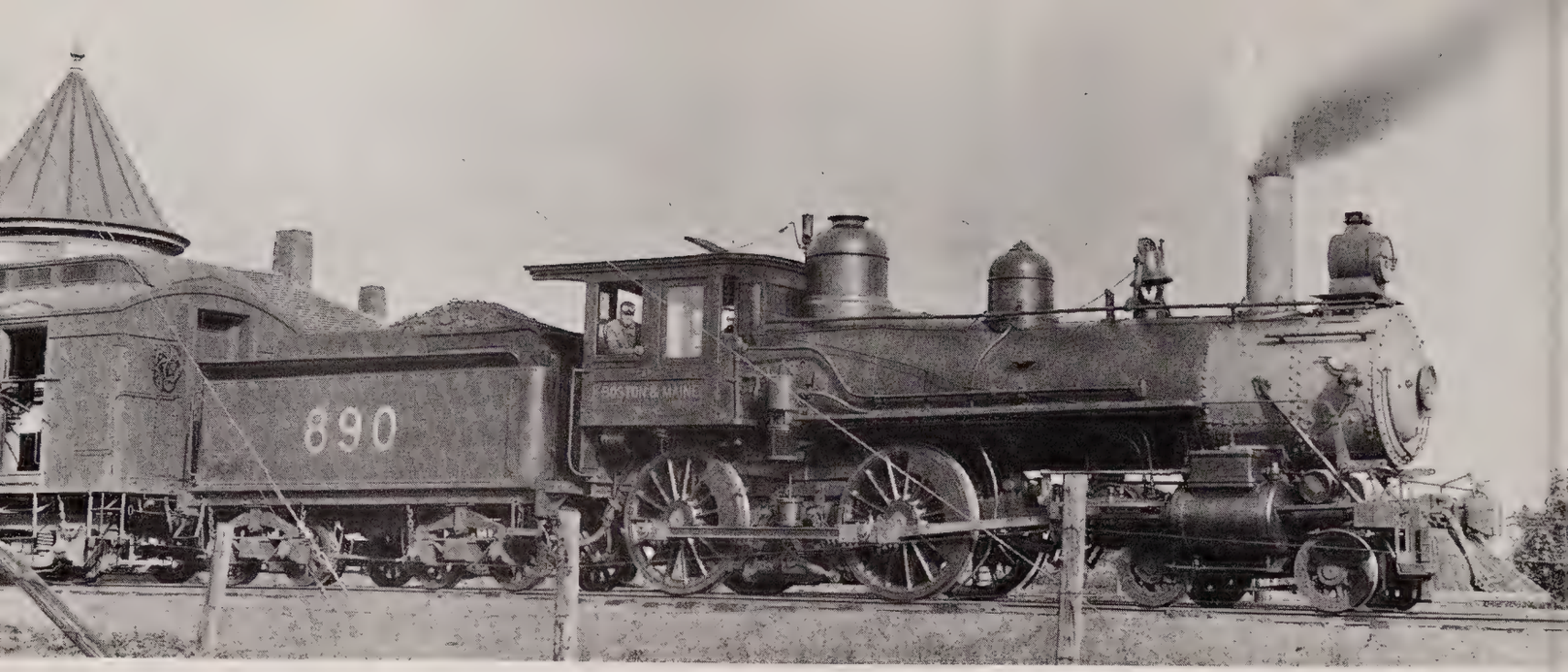
Tom Davis recalls that during the summer of 1972 Bill ran freight on the Black River & Western, usually with No. 400, an EMD that was originally a Port Everglades unit.

"He switched cars with a smoothness that should make any division superintendent happy," says Tom, "although the track was rough. There had to be a lot of brake applications; the brakes were constantly going on and being knocked off. With light applications and proper timing, he made the train ride unbelievably well. I'm saying this from personal experience as a brakeman on the Western Maryland and the Boston & Maine. And because Bill knows what makes a steam engine work, he fires the Black River's No. 60 with almost no effort at all."

Although Bill Withuhn is impetuous, he has much technical knowledge, organizing ability, and a pleasing personality. And he reminds us of a sentence in the Bible: "The people had a mind to work."

Union Pacific chef extraordinaire "Mac" McCarthy at Salt Lake City, Utah, April '74.





Boston & Maine power was common sight on St. Johnsbury & Lake Champlain 61 years ago, as seen at East Swanton, summer of 1914.

All photographs from collection of Gorton T. H. Wilbur

VERMONT VIGNETTES

by Lucius Beebe

THE NINETY miles of single track of the old St. Johnsbury & Lake Champlain Railroad — now known as the St. Johnsbury & Lamoille County — ran on a northwest-southeast axis through what is probably the most lushy tranquil and pastorally photogenic countryside in the United States. The route traverses a land of cows and covered bridges, of the green uplands and hill slopes that have made Vermont famous, of tall silos and slender church spires, of villages with town halls and boards of selectmen, and its rails span gentle streams and winding turnpiked illustrative of all the souvenir photographic guides to storied New England.

The St. Johnsbury is a strangely disorganized railroad, a circumstance which may have derived from its ownership by several hundred patron-proprietors who were more concerned with marketing their merchandise over its iron than with the maintenance of a semblance of formal railroading.

Its northern terminal was a singularly abrupt one on the margins of Lake Champlain, connecting only with a branch of the Central Vermont and leading practically nowhere. Its operations are an interesting study in utter confusion. Accidents to its ordered progress in the form of washouts, derailments, bridge fires, and cornfield meets were so often as to be part of an accepted pattern.

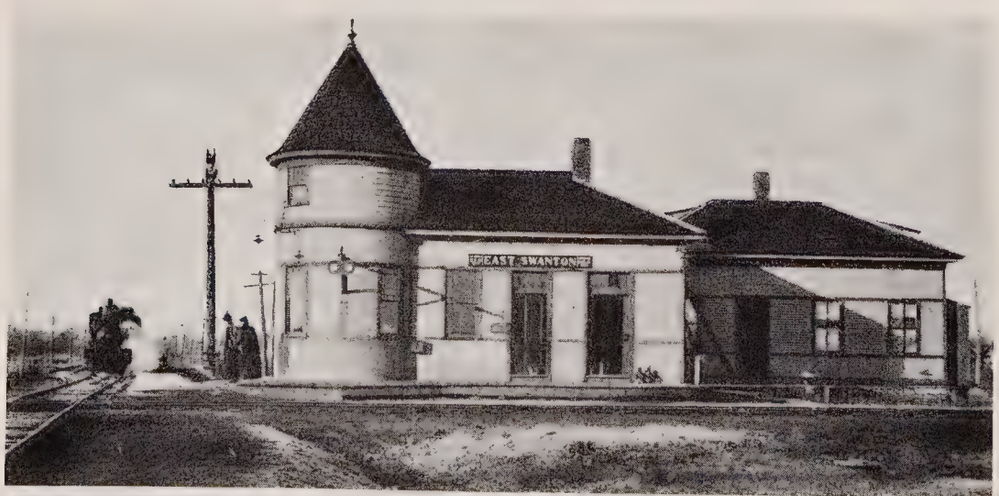
The management disliked its passenger business and liked nothing better than to be well shut of it, as the Yankee phrase has it; but the communities it serves clung for many years to its idiot schedules with a passionate possessiveness. The forefathers of the village rode by the cars and the current older generation will be damned — or even forego fishballs at Sunday breakfast — before it would board the auto stage.

The last railroad in America to operate over four covered wooden bridges stoutly devised against the assaults of nature and spanning with their architecture not only the ravines they crossed but the far greater chasm between the legendary past and the immediate here and now.

Compared, say, to the Delaware & Hudson, its neighbor across Lake Champlain, the St. Johnsbury is not an old railroad, but it has its roots in the New England of Henry W. Longfellow and John Greenleaf Whittier and of Oliver Wendell Holmes — and that, of course, is ageless.

The St. Johnsbury started from a tiny mill town near the Canadian border called Swanton where it shared a depot with the Central Vermont. Before its mixed trains progressed five hundred yards past its two-stall roundhouse and teeter-totter turntable, they passed over its first wooden covered bridge. Its character they carried with them all the way to the other end of the line at St. Johnsbury itself.

Of the four daily scheduled trains that ran in long-gone yesterdays on the St. Johnsbury's timecard only two Numbers 74 and 75, mixed, operated



StJ&LC junction point with Central Vermont at East Swanton, Vt., depot many years ago.

into Swanton. Numbers 51 and 52, passenger, ran only as far as Cambridge Junction 31 miles down the line, where they turned and ran eastward back to St. Johnsbury. On Sunday the schedule was relieved by a mixed train which left St. Johnsbury at 6:15 in the morning, arriving at Swanton at 11:40, where the crew tied up and didn't return until Monday morning.

Usually there were no night runs on the St. Johnsbury, but when the writer visited it in the fall of 1945 a washout at Sheldon Junction had put the entire system on the fritz for two whole days, and extras were running at the most improbable hours to move the cars tied up along the line.

Natives of Wolcott, Hyde Park and Greensboro, startled out of their sleep by crossing whistles in the night, laid the manifestation to ghosts or mince-pie dreams, depending on the various ways their natures were inclined.

About halfway between its old terminal points at Swanton and St. Johnsbury and sheltered by enveloping folds of green Vermont hillsides, lies the town of Morrisville, where all the qualities and properties of an archetypal New England hill town are recapitulated in a single community. The railroad was built into Morrisville in a winding cut beneath the highway and a south and west axis, departing for Johnson and the blanket mills to the west and north.

A block above the gingerbread ornamented depot, we spent the night in the Randall Hotel. Located across the square from the Rexall Drug Store at the corner of Main and Portland streets, the Randall was all the oldtime hotels of rural New England rolled into one. Its octagonal corner tower and second-story roofed-in verandah came out of only yesterday. The clerk, who was also manager, came out to help us with our bags and cameras while the permanent residents looked up briefly from a perennial game of bridge whist which had flourished in the lobby for evenings beyond remembering. There were tall pier glasses on the stairs and the corridors were a good eight feet wide.

Like so many country hotels of long ago, the Randall was possessed of an upstairs parlor, furnished with quaint early Victorian chairs and a sofa covered with jacquarded horsehair which would have fetched at least a cool thousand dollars the set in the New York showrooms. There were a spinning wheel, too, and a Singer sewing-machine of Grover Cleveland vintage, and what must have been the complete works of Zane Grey. On the table we saw a little boy's autograph book filled with the round uncertain holographs of his playmates and the more special ones of a few local celebrities.

The New England family hotel where the local teachers were symbolic, somehow, of comfortable austerity and a well scrubbed tranquility, and the night sounds in its corridors seemed to call up a remembered world of maple syrup and covered bridges and hot Julys on the dusty turnpikes of yesterday.

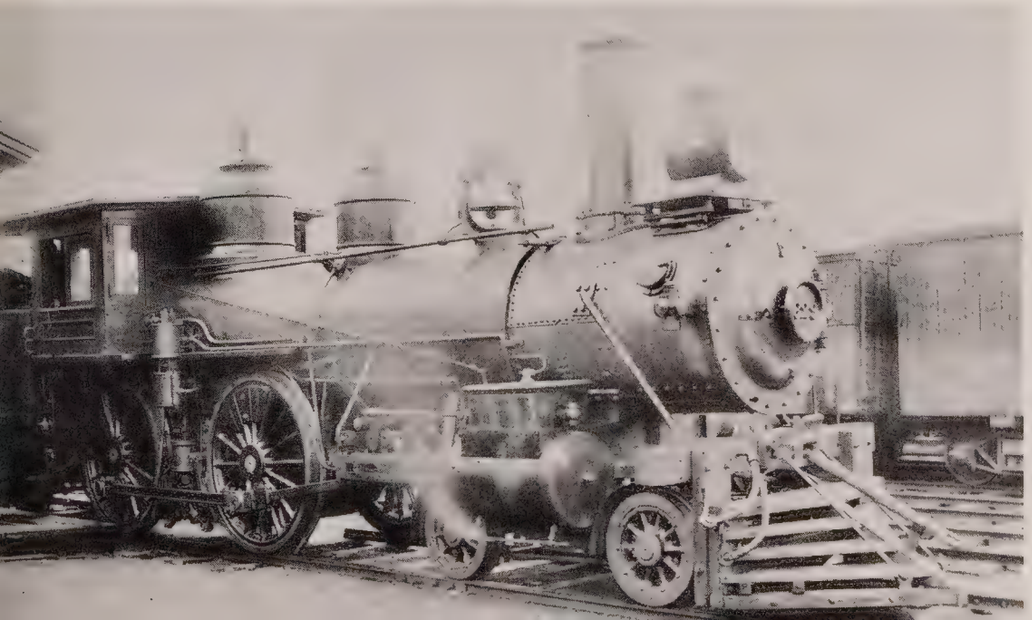
Our own beds were heavenly, with coarse, real linen sheets. A full hunter's moon shone through the southern windows and the whole house echoed sociably to the noises of the plumbing fixtures. Breakfast in the sunny dining room at seven was attended by what must have been the entire body of residents and included popovers and country sausages.

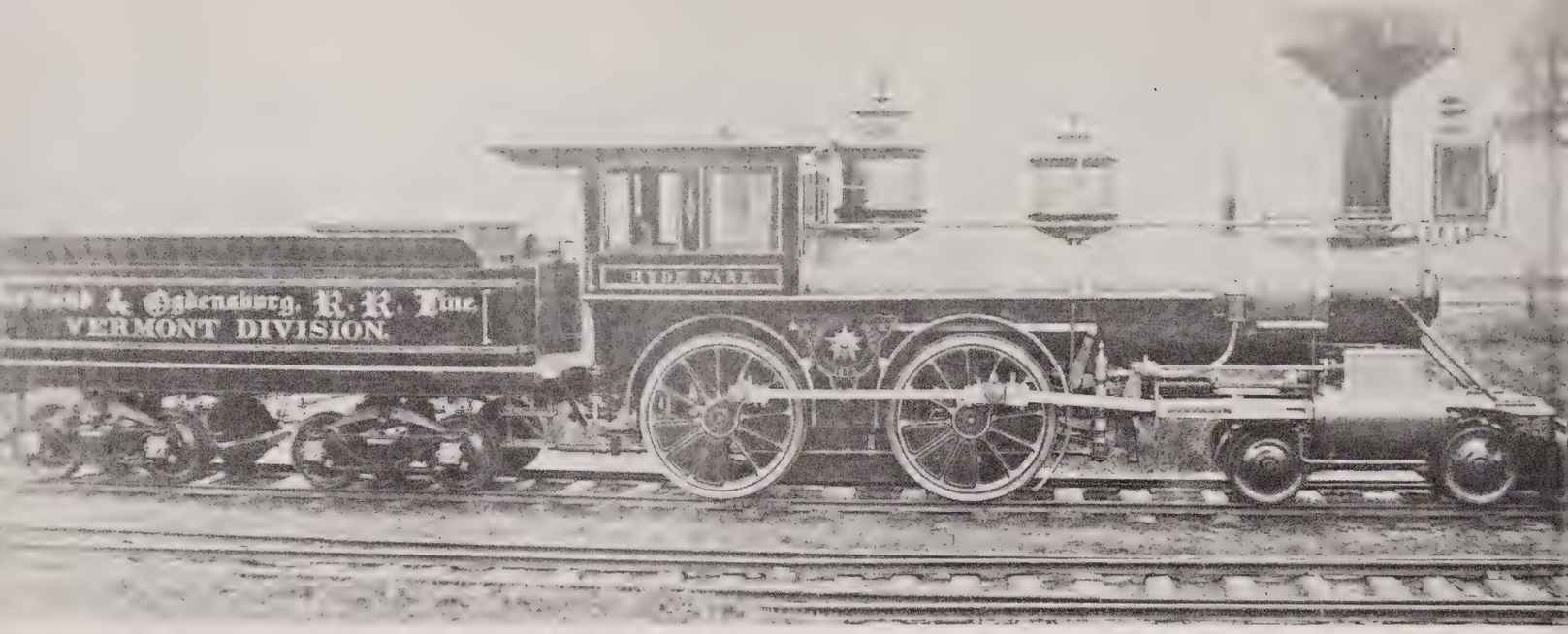
Although the St. Johnsbury & Lake Champlain Railroad had been in operation innumerable years and was a familiar entity in the Vermont picture, it never was a road of transcontinental promise or of imperial pretensions, economically speaking. No Pullmans ever operated over the sixty-pound iron it once had, and it has never paid a dividend or interest on its bonds. Its annals, like those of the poor, have been simple, but are an integral part of the story of New England.

It was incorporated in the opening days of 1880 to acquire the Vermont Division of the Portland & Ogdensburg, one of the multitudinous lines which criss-crossed New England from the New York boundary to Canada. Similar roads were known to support thrifty Yankees and pay handsome dividends to shareholders who lived in red brick

Covered bridge east of Hardwick, Vt., first of five surviving bridges in late 50s to go, was destroyed by fire in June, 1959. Trains were rerouted while steel span was built.

B&M No. 629 was originally StJ&LC Col. Fairbanks 12, built by Rogers Works in 1873.





An early engine on Portland & Ogden's Vermont Div., No. 4 the Hyde Park, 15x24" cylinders, was built by Portland in 1871.

mansions in Boston. Portmouth, Portland, and Montpelier. But not the St. Johnsbury.

Until 1927, its Boston & Maine guaranteed bonds, as a result of heavy operating expenses due to winter snows, steep grades, and the tyranny of a lean and austere climate, never earned their interest. It is problematical whether or not the road's financial history would have been happier if it had been built to a narrow gage as were so many other lines of the era.

In any event the B&M withdrew its support in the middle twenties, and the St. Johnsbury's operation was assumed by almost five hundred stockholders, most of whom were merchants, manufacturers or farmers along its right-of-way and far more interested in the road's freight operations than in its overall financial returns. For a time it even showed a slight margin of operating profit. Its nine steam locomotives rolled up and down the pleasant Vermont hill slopes in summer and bucked incredible snowdrifts in winter.

For eons, it seems, milk was its largest single source of revenue and even today its entire being is predicated on similarly rural industries and manufactories. During World War II it enjoyed a considerable revival of passenger business and its mail and express traffic have always been considerable. In his book, "Slow Train to Yesterday." Archie Robertson tells how when he visited the "St. Jesus and Late Comin'," its baggage compartment was full of peeping chicks. But coincidence, when we encountered it, the principal business of the day was chicks in heavy cardboard cartons and firkins of maple syrup.

At St. Johnsbury, where a two and a half percent grade curves up out of the town, a doubleheaded freight drag, the first in several weeks to require two engines, was waiting for Number 52 to clear.

It snorted and thundered up the hill and under the white cement highway bridge in a fine approximation of bigtime railroading. Because it never knew spacious days. the St. Johnsbury is still a lean property, just as it has always been, its tracks laid beside placid millponds and across green meadows bordered with green hemlocks and pines where pastel mountains loom against the southern horizon.

The cows and the covered bridges were as much a part of its economy as were its ancient combination coaches and its aging locomotives of vaguely Boston & Maine pattern. More than many a railroad, it seemed, at least during steam days, harmonious to its background of horse and buggy travel along country roads.

StJ&LC 35, ex-Boston & Maine 2427, slumbers under Vermont sun, waiting to move way freight. She was Alco-Schen., built in 1911.

PASSENGER TRAIN SURVEY

AMTRAK is getting a major overhaul. Paul H. Reistrup, president of the rail passenger corporation, is decentralizing its day-by-day operating activities into four regions and giving more responsibility to field personnel who have on-the-scene knowledge of the problems.

Amtrak serves 450 cities and towns in 45 states. According to Reistrup, it "has outgrown a structure in which each decision is subject to referral along a departmental chain of command, to be resolved at headquarters." The new structure puts the main responsibility for the day's operations on four regional vice presidents and their staffs. Overseeing the entire field, a Corporate Line Operations department pulls together the daily chores that up till now four other departments handled.

"A few months ago," Reistrup says, "when I took a considerable loss in salary to accept the job as president of a controversial organization, some people thought I was, to put it mildly ill-advised. Others were more blunt. They thought I was off my rocker.

"Why should I leave Chicago to take a lower-paying, tough position in Washington, where throwing rocks at glass houses is a way of life. As you know Amtrak is very much in the spotlight. I quickly discovered that every time I hopped on or off a train, it was something of a news event. Every time I spoke in public I was likely to hear some of my words come back to me over radio or television. Some of the lads in the media play it rough.

"But frankly, I expected it. That was part of the challenge. Why did I join Amtrak? Basically because Amtrak is doing a job that needs to be done . . . because we need rail passenger transportation in this country . . . and Amtrak appears the only chance to save it. I'm going to do my darnedest."

A POPULAR sport of sensational writers is to denounce Amtrak. For example, C.E. Teed of San Gabriel, Calif., sends us clipping from the Los Angeles Times in which Robert J. Samuelson begins a story with these words. "Now four years old, Amtrak is a dismal failure. It's giant (and growing) rathole into which the government — which is to say, the taxpayer — is pouring hundreds of millions of dollars, with little prospect that the money will ever contribute significantly to solving either the nation's energy or transportation problem."

AMTRAK'S total of new locomotives in use or on order rose to 231 with placement of a contract with General Motors' Electro-Motive Division for 30 high-speed, lightweight, 3,000-hp units to be delivered in the first half of 1976. Each of the 30 is designed to pull and power six to nine-car trains of Metroliner-type cars.

VISITS to major Bicentennial shrines this fall and next year will be easier — and cheaper — as result of a special Colonial Corridor circle fare which cuts some 30 percent from the current Washington-Boston round-trip coach fare. Effective September 8, 1975, it will continue through December 31, 1976, except for peak holiday periods.

Your ticket will pay for a complete round-trip from Boston to Washington, originating at any Amtrak stop on the route, and will allow visits to New York and Philadelphia — plus any one stop between each of the major four cities. Fare for adults, $40; kids, $20. But the trip must be completed within 21 days of first ticket use.

Amtrak's first concentrated effort to promote rail tourism to Texas has been launched by two new tour programs:

(1) "Rails and Wheels Tours of Friendly Texas" — a program of eight-day, seven-night vacations originating in Houston and including San Antonio, Padre Island, Brownsville, Corpus Christi, the King Ranch, the LBJ Ranch, and the Bandera dude ranch country.

(2) "Gateway to Fun, Dallas-Ft. Worth" — a three-day, two-night independent tour featuring the "Six Flags Over Texas" theme park, with its own steam-powered railway.

Aside from that, Amtrak operates a daily service between Houston and Chicago, "The

CEC C. E. Stephens, USN, H Co. USN MCB-133, Fleet Post Office, New York, N.Y. 09551

Mary Suchin, Amtrak ticket clerk, assists the loading of passengers luggage during the 3-minute stop of train 14, Coast Daylight, in Oxnard, Calif., on warm April day in '75.

Crew change at Niles, Mich., for Amtrak's Chicago-bound train 361, The Wolverine, from Detroit, on Aug. 6, 1974. Engine failure on the regular E-8 between Jackson and Parma, Mich., caused Penn Central to commandeer this GF-40 from Jackson's East Yard (former NYC) for rest of the trip to Chicago. Train was running about two hours late when it finally arrived at Niles. Crews change here and Jackson.

Photograph by John Uckley

Lone Star" train, with an intermediate stop at Fort Worth. Scheduled for midsummer is a new section serving Dallas. The New Orleans-Los Angeles "Sunset Limited" traverses Texas from Beaumont to El Paso with stops in Houston and San Antonio. And its "Inter-American," linking Laredo on the Texas-Mexico border with St. Louis, stops at Dallas, Ft. Worth, Austin, San Antonio.

The "Gateway to Fun" program offers two nights in a choice of seven hotels in the Firth Worth-Dallas area, plus admission to "Six Flags" and "Lion Country Safari" and a rental car with unlimited mileage for two days. Inclusive price is as low as $45 each, double occupancy, with rail fares extra.

Just as the Chicago-Seattle Empire Builder is the train to Glacier National Park, while the more southerly North Coast Hiawatha is the gateway rail route to Yellowstone, so is Amtrak's San Francisco Zephyr becoming known as the train that takes you to Grand Teton National Park. The Grand Teton Lodge Co. and Amtrak have a convenient transfer service from the Rock Springs, Wyo., Amtrak station via Jackson-Rock Springs Stages Inc.

The westbound San Francisco Zephyr arrives at Rock Springs from Chicago and Denver at 5:05 p.m.; the daily eastbound train from San Francisco and Reno at 8:40 a.m. Don't fail to make advance reservations for the transfer. One-way bus transfer fee is $12.21 to Jackson, $3.24 for the round trip. An extra $3.85 per person is charged for the trip from Jackson on to Jackson Lake Lodge within the national park.

Jackson Lake Lodge and other park attractions are open from early June into September. Many accommodations at the town of Jackson, just south of the park, are available year-around. Vacation joys in the area include river float trips, fishing, riding, hiking, and mountain climbing. At night, Jackson offers Western-style entertainment. Many travelers combine Grand Teton Park and adjoining Yellowstone National Park in one vacation trip, taking the San Francisco Zephyr to or from Rock Springs in one direction and the North Coast Hiawatha to or from the Livingston, Mont., Yellowstone gateway the other way.

A faster, smoother ride to Boston, Mass., is in store for 1976. Amtrak has announced a $15 million program to improve track between New York and Boston with most to be completed before the end of this year.

I HAD a unique job as a messenger boy in Albuquerque, N.M., in 1935. Equipped with a portable counter, awning, rate books and blank telegram forms, I met the Santa Fe Super-Chief daily. I believe I was the only messenger with such a set-up (tips were very good). In those days, Hollywood starts rode this train and patronized my movable office. It was a great opportunity to encounter famous personalities. — Norman Servis, Virginia City, Nevada.

Of Interest to Canadians

WHEN passengers board first-class trains such as The Canadian or the Atlantic Limited, few realize the preparations that have gone into making their trip as comfortable and enjoyable as possible.

One area that is taken for granted, reports CP Rail News, is the food and sleeping car services provided by the Passenger Services department. Within the confines of Glen Yard in Montreal dining, Skyline, and sleeping cars are prepared for their eastward and westward treks across Canada.

The workday begins at six a.m., when most people are still in bed. A group of men known as the "flying squad" roll carts of food up to the waiting cars. The first chore is to empty, wash, and stock up the food lockers. Refrigerated lockers have to be kept extra clean to avoid any danger of food contamination on the journeys.

Another group loads fresh linen into the sleeping cars and unload the soiled linen from a previous trip. The unwritten law is a passenger must never sleep in the same bed sheets twice, which accounts for a heavy cleaning bill each trip.

In the linen section, a group of women is busy at sewing machines repairing torn sheets and pillow cases. They check over every sheet to make sure it is in top condition. If not, it is rejected and eventually ends up as dusting rags. Nothing is wasted.

CONDUCTORS wince when they see canoes approaching their trains. They don't want to load those irregular shaped boats that fill their baggage cars only to have to stop in the middle of nowhere to unload them.

However, both the Canadian National and Ontario Northland have northern routes that cater to canoeists and happily make non-scheduled stops. Inquire well in advance of your trip to either CNR, c/o Mr. Shenstone, Passenger Sales, 20 York St., Toronto, M5J 1E7, or Ontario Northland Railways, 865 Bay St., Toronto, Ont., Canada.

Down by the Depot

UNUSED since the Rock Island and Frisco railroads discontinued passenger service three several years ago, the 45-year-old Spanish-style Union Station in Oklahoma City is being offered for sale by a real estate firm for $350,000. It has 50,000 square feet of floor space, marble walls and floors, a tower, and chandeliers.

SOME who were there like to think they heard a ghostly "All aboard!" just before the old Santa Susana, Calif., depot was moved up Los Angeles Avenue to a new home in Santa Susana Park. It probably was the wind whipping through the old timbers as the depot sat atop the mover's flatbed truck.

Opened to Southern Pacific travelers in 1903, the depot closed its doors in 1974. Its wooden benches were warped and the brass bars on its ticket-taker's booth tarnished. Last September the Simi Valley Recreation and Park District paid $1.06 to buy the structure for preservation as a historical landmark. The 6 cents was for sales tax. When movers finished unloading the depot at the park, the cost had climbed to more than $12,500. Refurbishing may run another $15,000.

ANOTHER station sold recently for one dollar is the no-longer-used DL&W Terminal in Buffalo, N.Y., that occupies about a quarter-mile frontage on both Main Street and the Buffalo River. This former showplace was taken over by Erie County at a foreclosure for $57,000 in back taxes. If the edifice is torn down, the cost of demolition would be about $100,000. Attorneys say that by law the county must turn foreclosed properties within Buffalo over to the city unless the county intends to use the site for municipal purposes." Efforts to use the terminal as a sports stadium or a college failed.

JACKSON, Mich., recently celebrated the 100th anniversary of its railroad station with a huge birthday cake and much speechmaking.

THE ANCIENT station in downtown Los Altos, Calif., which had been converted to a restaurant and was used as such for 12 years has been bought by the San Diego Federal Savings & Loan Assn., which is renovating it to serve as a branch office. The club car and caboose which formed part of the restaurant setup will remain there. This depot was opened in 1913, replacing two boxcars and rest rooms that had served as a station for years. In 1964, after the abandonment of passenger service, the tracks were torn up to make room for a motor expressway.

"Our aim," says Gordon Luce, president of the financial company, "is to recapture the early romance of this historic facility."

Inside, zinc and brass railroad lanterns will be hung from the wooden beams. The lounge will be furnished with old parlor-car benches. The panel housing four teller counters will resemble the old brass wire-mesh cages of early-day waiting rooms, and there will be brass spittoons. When he was California's Secretary of Transportation, Luce often ate meals in that building. Upon learning that the restaurant was going out of business, he negotiated its sale to the San Diego Federal.

"NO ONE can say for sure just how the Lord feels about Hell Hole Swamp, but for certain the Seaboard Coast Line regards this sprawling, boundary-less line with less than favor," comments Etholyn Missroom in the Georgetown (S.C.) Times. Just a short time ago SCL gave its unused, 40-year-old station building at Jamestown, S.C., to the Hell Hole Swamp community for use as a museum. It had been displaced by a radio-equipped mobile station which now serves the Jamestown community. Many years ago, the area was considered "the unofficial capital of moonshining." ●

Richard A. Smith, 215 E. Live Oak St., San Gabriel, Calif.

With Espee 4449 replacing the F units that brought it from Los Angeles, the westbound San Joaquin Daylight blasts out of Bakersfield, Calif., in July, 1956. Ahead lie 74 miles of fast running to Goshen Jct., and meet with GS-5 No. 4459 and train 52, eastbound SJD.

Mike Eagleson

IN SEARCH OF STEAM

LITTLE RIVER RAILROAD, one of the newest steam tourist lines, test-fired its ex-Smoky Mountain 55-ton Baldwin 4-6-2, No. 110, on March 29th, reports Charlie Willer, 213½ W. Maumee, Angola, Ind. 46703. At the time he wrote to us, the road had not yet begun excursion service but would operate out of Angola, Ind., on a Penn Central branch.

Also in Indiana, one of the East Broad Top's two standard-gage 0-6-0's, No. 6 is now at Connersville, having been sold to the Whitewater Valley Railroad. The 1907 Baldwin, complete with slope-backed tender, was delivered to her new home at the end of March. Still remaining in the EBT enginehouse at Mt. Union, Pa., is 0-6-0 No. 3. She, too, is for sale.

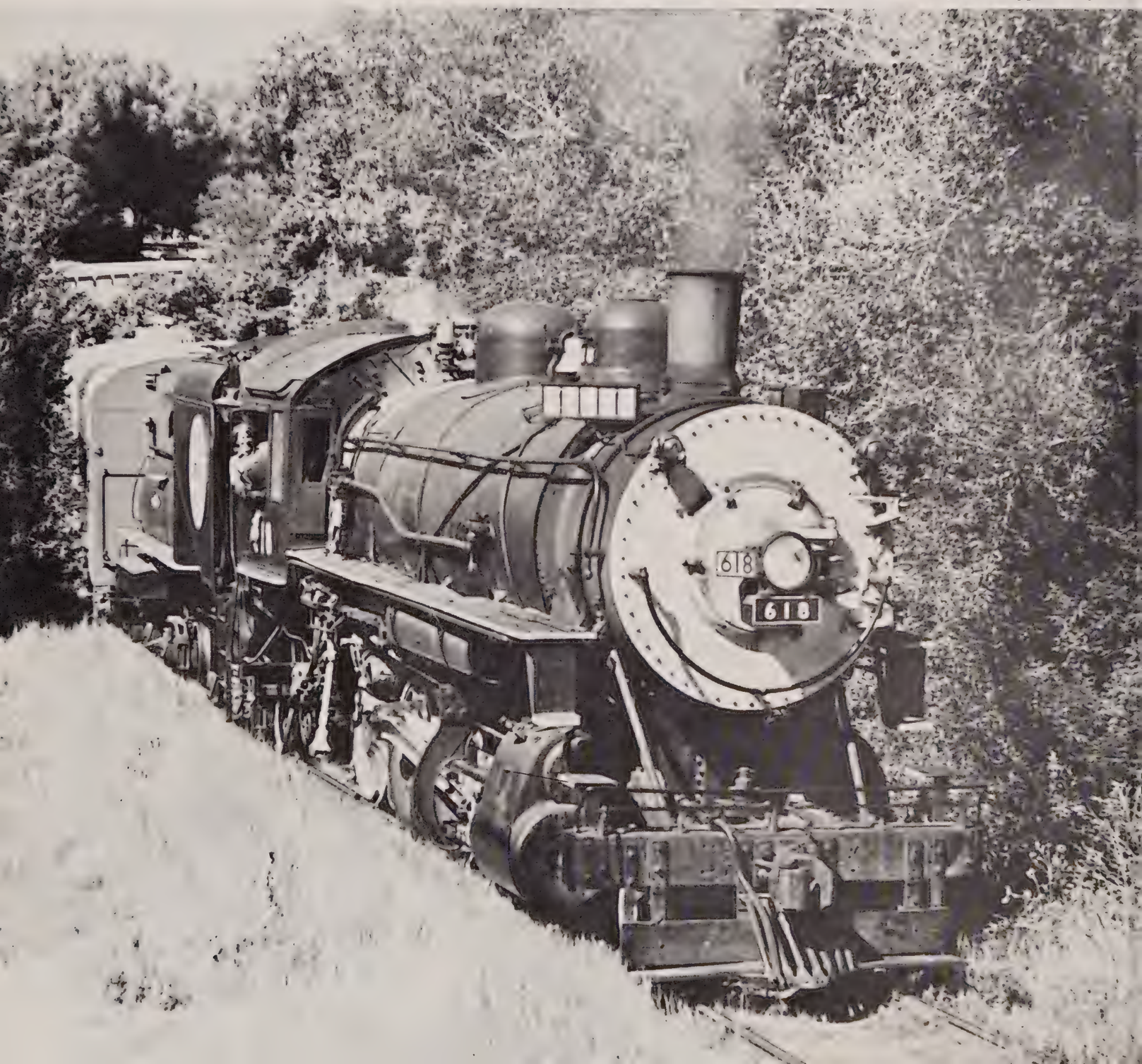
FORMER Union Pacific 2-8-0 No. 618 is hard at work hauling tourists on the Wasatch Mountain Railroad, operating out of Heber City, Utah, I learn from Craig Drury, 93 North First, West, Heber City 84032. This good-looking Consolidation sports a Vanderbilt tank and is a loud-talking engine. The line also runs 2-8-2 No. 35, ex-Pacific Lumber, and former Yosemite Lumber No. 4, a Shay. The UP locomotive was displayed for years in a Salt Lake City fairground, which only proves again that many park exhibits, with enough money and enthusiasm from railfans, could be returned to active service.

EX-LUMBER CO. Minarets 2-8-2T No. 11, property of the Pacific Southwest Railway Museum Assn., Inc., 9584 Upland St., Spring Valley, Calif. 92077, has been put into storage at Miramar Naval Air Station.

WHO SAYS mainland China is the only place on earth where standard-gage steam locomotives are being built? Two new 4-4-0's will be built in the U.S.A.! The National Park Service has awarded a $275,000 contract to provide complete working drawings of two standard-gage steamers for the Golden Spike National Historic Site in Utah. According to superintendent George Church, the O'Connor Engineering Laboratories at Costa Mesa, Calif., has the contract.

Photograph by Steven W. Belmont, Provo, Utah

Ex-Union Pacific 2-8-0 No. 618 on Wasatch Mountain R.R., at Heber City, Utah. Seconds before, bushes swept off hogger's cap.



They will be replicas of the Schenectady-built Jupiter, No. 60, and the Rogers-built No. 119. The work is likely to be completed in a year, and the new engines to be constructed as funds become available. It is hoped to have both replicas at Promontory Point by 1978. The historic site has 15½ miles of authentic right-of-way, located 32 miles west of Brigham City via highways I-15 and I-80, and is open the year around. But only during the summer months will the new engines be fired up to re-enact the "Driving of the Golden Spike" for tourists.

Two Virginia & Truckee locos have been on loan at the site since 1969. They will be returned to Nevada and restored to their original V&T appearance for a new tourist road.

A DELAWARE & HUDSON 0-6-0 has been discovered by Gary E. Hauver, R.D. 2, Bowlby Road., Elmira, N.Y. 14901, in an old abandoned roundhouse at Carbondale, Pa. He also found her owner, but fears that if the engine isn't purchased soon she may be scrapped for old metal. If several readers could get together and rake up the money to buy her, the D&H oldtimer almost certainly could be saved

WANNA BUY a railroad? The Boyne City Railroad Co., Lyon St., N.W., Grand Rapids, Mich., is offering to sell its seven-mile tourist-hauling line at Boyne City, Mich., including a British 0-6-0T, passenger cars, track, equipment, station, enginehouse, and museum. Query them for details.

UNION PACIFIC 4-8-4 No. 844 recently had a mechanical failure during a photo run-by of an Intermountain Chapter, NRHS, excursion at Harriman, Wyoming. The right cylinder packing was ruined and the valve cage damaged. Although no date is set for overhaul, the world's largest steam locomotive that is still in occasional use will be repaired. I hope railfans will urge the UP to repaint her, after this shopping, in the two-tone gray paint scheme she had while hauling passenger trains in the 1940s. This would give her a complete "new look" that is historically accurate. Think about it!

TEXAS STATE RAILROAD is being rebuilt as a tourist attraction and needs help in locating several steam turbo generators for its four steam locomotives. The road looks forward to a 1976 opening. Anyone who knows where it can locate electric generators, please contact John W. Hedge, 304 N. Glover Dr., Longview, Texas 75601.

FOR YEARS the Colorado Railroad Museum's 2-8-0 No. 583 was thought to be the only surviving Denver & Rio Grande and D&RGW steam locomotive. Research has uncovered a former D&RG 0-6-0, which was sold to Geneva Steel Co. She is on display in a park in Geneva, Utah, reports the museum's Iron Horse News.

WORK is well under way for returning ex-Canadian Pacific 2-8-0 No. 3716 to active service on the British Columbia Railway. A special museum train is being prepared to tour Vancouver Island. Two small steam engines, a logging dinky, and a locomotive found abandoned will be restored for display and possible operation. The CP 2-8-0 will pull the whole outfit around British Columbia.

Little River R.R. No. 110 4-6-2 two miles south of Angola, Ind., on cloudy March 29, '75.
Charles Willer, 213½ W. Maumee, Angola, Ind. 46703

DUNKIRK, N.Y. which used to be the home of the American Locomotive Co., got an unexpected visit the other day. The first steam-powered locomotive seen in Dunkirk in years puffed into the city hauling the 24-car "Freedom Train" — and limped to an unscheduled stop. A Penn Central spokesman said a spring on the locomotive's drive wheel had broken, and the train put into Dunkirk for repairs. It was en route from Rochester to Cleveland.

New Steam Books

HUNGARIAN RAILROADS, by P.M. Kalla-Bishop, 198, 5½x9", hard cover, photos, maps, drawings, Drake Publishers, New York City, $11.95. (Available at discount from Railroad Magazine Book Service.)

As the first English language book devoted solely to this subject, it gives considerable attention to the nation's war-torn history, which plays a major role in railroad development. To understand the background of its steam power, you cannot overlook this history. The Hungarian State Railways and their predecessors evolved into a strong system. The rosters included locomotives from many countries. Superb 4-8-0's and streamlined 4-4-4T's are well covered in this work, as well as the last of Hungarian steam operating today.

RAILWAY WORLD ANNUAL 1975, by Alan Williams, 136 pages, hard cover, 7x-9½", full-color photos on cover and inside, profusely illustrated with steam photos and maps. Published by Ian Allan. (Available at discount from Railroad Magazine Book Service.)

A long look at British Railways, past and present, on the eve of their 150th anniversary. Steam locos of bygone days are brought to life photographically. So are mainline fantrips in action. But most engines are pictured in the traditional three-quarters angle.

DAMPFLOKOMOTIVEN IM DEUTSCHLAND, by Jean-Michel Hartman, which has 111 pages, hard cover, 11¼x9", 116 photos; Franckh'sche, 7000 Struttgart 1, Postfach 640, West Germany DN 34.

This is about the best photo-essay we've ever seen on the German steam locomotive, with rotogravure printing that would make the best of U.S. railbooks look weak by comparison. The theme is steam power, creatively photographed, in many moods. The full-page photos have German language captions listed separately in the front of the book. An outstanding quality production for the international steam fan. Query Franckh'sche for the price.

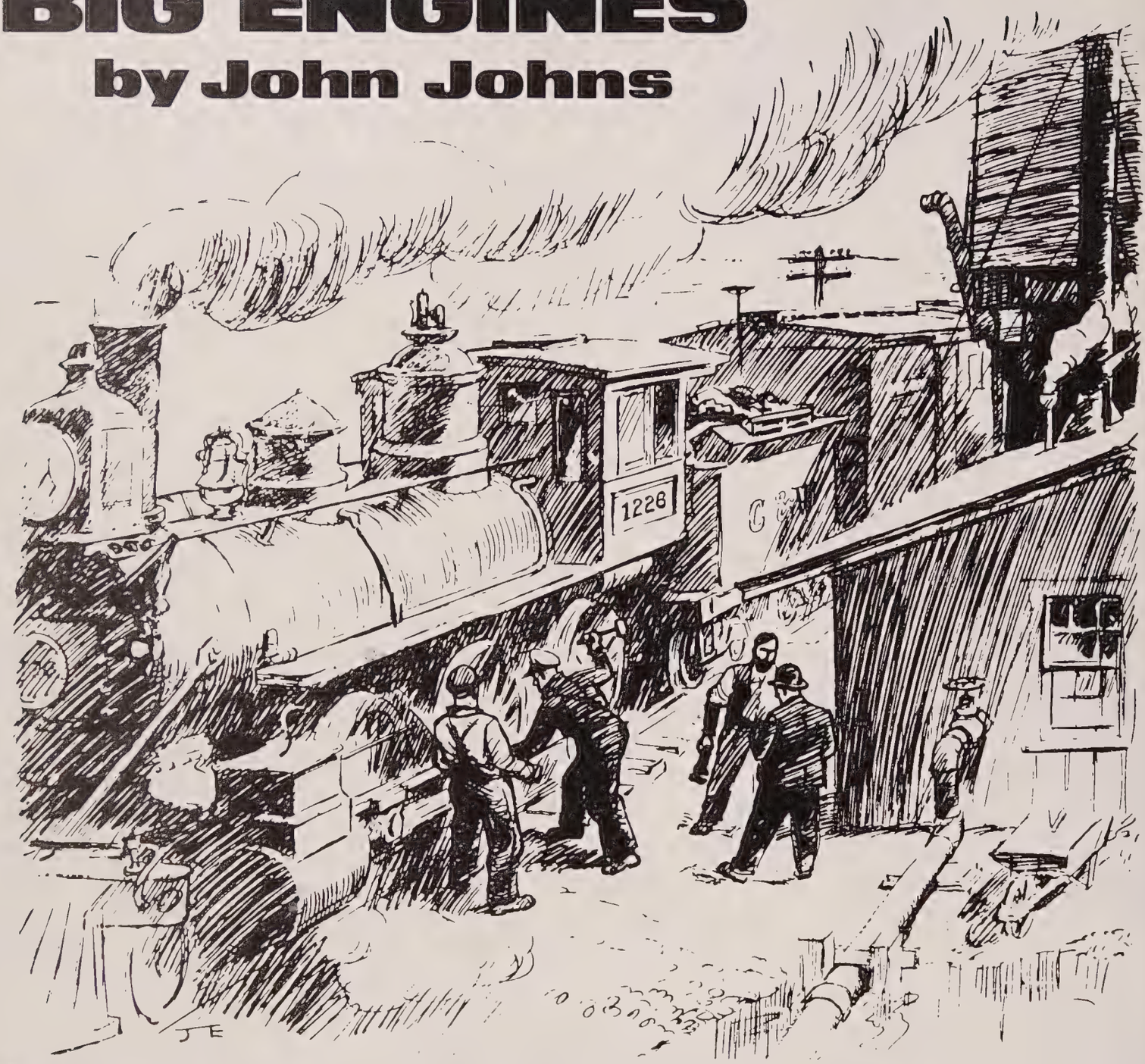
CONTINUE sending steam news to the home of Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856.

Denver & Rio Grande roundhouse at Salida, Colo., about 1906.
Collection of V. G. Jackson

D & R. G.
401

BIG ENGINES

by John Johns



ENGINE SMOKE wafted in through the open windows on a late afternoon. It spread a bluish-gray haze and acrid scent over the Chicago & Western roundhouse and locker room of the engine terminal.

The Spanish-American War had just ended and again the nation was at peace. Multifarious sounds filled the air. Steel struck steel with a harsh clang as locomotive wheels dropped an inch or two in rolling off the turntable onto the yard rails. Engine whistles rent the air, each hoarsely demanding coal at the chute, water at the plug, or the opening of a switch. Tolling bells added a din.

Into the room strolled Jim Moran, tall and broad-shouldered. Jim glanced around casually with a twinkle in his Irish-blue eyes. He raised his voice above the noise to greet various fellow engineers and firemen who were loafing on benches or actively getting ready to go out on their runs from Chicago.

Tossing his coat on the table, the newcomer went to his locker for working clothes. He pulled on his overalls, folded a blue bandana around his neck, and placed his well-worn gauntlets and jumper beside his coat. Then he sat down apart from the others and began heading in reports for the trip he was about to make.

The runner was feeling fine. A good rest and a shave set off his youthful appearance. Jim had hired out as a fireman at sixteen and been promoted six years later. Now twenty-seven, he was slim-waisted and hard-muscled. After writing a couple of minutes, he threw down the stubby pencil and wove his fingers through his black hair.

So Nevins was now the boss, Jim mused. Bob Nevins, his former conductor and pal, running the entire Chicago Division — a brass collar — it hardly seemed possible! But the notice was posted on the bulletin boards. Small knots of men could be heard discussing the new superintendent from one end of the division to the other.

For one thing, Nevins was outspoken. Jim had often heard him argue that the average super got the job through "right connections" and showed his authority by overworking men and equipment. The question arose: would Superintendent Nevins at some future date override the modern views of conductor Nevins? Jim didn't think so. In fact, he was positive. Bob long cherished a desire to change "the setup," as he called it, including outworn methods

of operation. The men needed better working conditions, and Jim believed the new super would do something about it.

"Hey, what's the matter?"

A voice from out of the mist brought Moran back to earth. His fireman, Arnold Hansen, blond and a bit awkward, had come up with a toothy grin.

"Here you sit around mooning," he said, "while I'm out there raising hell over the engine."

Jim looked up. The fireboy went on: "They're making us take our regular mill. I asked the roundhouse foreman if he realized CF-3 was a tonnage freight, but he laughed and said the Ten-wheelers were spoiling us fellows. You tell him, Moran."

"Wouldn't do any good. The 1229 is our baby. She goes where we go."

JIM SPOTTED the 1229, a Mogul, at the water plug outside the roundhouse. Hansen, at the rear of the tender, pulled down the spout to fill the tank. While they were taking water Jim widened on the blower, stepped down from his seatbox, and swung open the firebox door. A glance told him that Hansen had barely broken up the heavily banked fire. Jim reached for the hook, dug it into the green coal, and finished the job.

When the fireman scrambled over the coal and swung into the cab, the engineer said: "I broke up the fire for you. Soon as that coal burns through, you'll have the foundation for a good fire."

"Okay." Hansen picked up the grate shaker. "I'll give her another shake."

"I'll need every pound of steam tonight," said Jim.

He grasped the whistle rope and sent two blasts into the noisy atmosphere. A switch-tender gave the highball. Jim pulled out the throttle a notch or two. The Mogul eased forward onto the yard running track. Ahead, he saw a caboose at the end of a long line of boxcars, on the adjacent track, and he slowed down, preparing to stop.

The flagman came out on the crummy platform with a pair of markers, hung one up and turned it green. When Jim stopped abreast the caboose, the flagman called out: "You fellows are out there early!"

Hansen asked about the head brakeman and conductor. "Where's Bart and the brains?"

Still carrying the other marker, the flagman darted inside, telling Bart Sanford and Elmer Banks they'd better get a move on; the engine was out of the house. Jim squeezed in beside Hansen and both stood at the cab window.

"Come on, come on!" the hogger bawled into the open caboose door. "Shake a leg if you want a ride!"

Bart ran out, lantern in hand.

"Where's Elmer?" Jim asked. "He can ride up to the head end and save himself a walk — "

"I'm on my way."

Elmer hurried out the door, trying to put on his overall jumper while he held a trainbook and a lantern. Conductor and brakeman climbed into the cab.

The engineer nodded to Bart. "Swell combination — big train, little engine! I bet when we leave town we'll have everything but the City Hall hitched onto us."

"Why didn't they give you a bigger engine?" Elmer queried.

"This is my regular — "

"Yes, but CF-3 is a heavier train. Weren't there any Ten-wheelers?"

"Sure, I saw three of them — all assigned. They go with their engineers. Just like your caboose — "

Elmer shook his head. "I know that one man keeps the same engine, but it seems to me that engines should be called for trains, regardless of who's pulling them. Take tonight, for instance. We should get a Ten-wheeler. Big engine, big train. Little engine, little train."

"You mean pool the power?"

"Yeah. The Chicago & Western is going in for Ten-wheelers as standard freight-haulers. But while they're changing over they haven't got enough big engines to go around. A lot of Moguls could still be used on certain trains. And when a hogger is called to handle a long freight, like the CF-3, give him a Ten-wheeler."

"Hansen tried to wheedle one out of the roundhouse foreman," said Jim, "but it didn't work. You can't break up the system. A man gets used to his own engine — knows every snort and creak in her. He understands just how much to hook her up, how much throttle to give her, how she is on water — No, it would never do! You can't slip a guy a different hog each trip and expect him to get the most out of her."

The conductor nodded. "Anyway, we're getting a train tonight that'll rip hell out of the 1229."

JIM PEERED out the window. "Hey, Elmer, you're gonna have a passenger. See that fellow on the bench outside Bagley's office?"

Elmer chuckled. "Looks like a brother waiting for a ride."

"Yes, he's got a bundle, all right."

When Jim slowed for the yard office, conductor Banks descended from the cab and went in to get his bills from Bagley, the night general yardmaster. The head brakeman, Bart Sandford, climbed down also, threw the switch, and signaled the engineer to back onto his train.

Up in the cab, fireman Hansen viewed the scene with mild glee.

"Elmer went into the office," he called across to Jim, "and the brother didn't try to stop him."

The coupling made, Jim pulled in his head and answered: "Give him time. You oughta know boomers by now. They never hit a conductor for a favor when they see he's busy. Just wait till Elmer gets the bills."

While the train-line was being charged, Jim made a final round of the 1229 with the long-necked oiler. Squinting at the left-hand guide, he tipped the long neck and was lubricating the cup when a voice at his back asked, "Are you Jim Moran?"

The engineer wiped the spout with a piece of waste, placed the oiler on the main driving-rod, and turned to find himself facing a man who was about his own age. The boomer stood there in a peaked soft hat, the ends of his black Windsor tie snapping in the evening breeze, a hand-made cigarette dangling from his lips and a newspaper-wrapped package which doubtless contained all his earthly belongings. In short, a typical wandering rail.

Curious as to how the stranger happened to know his name, Jim replied: "Yeah, that's me."

The man's soft brown eyes brightened. "I'm Ben Bradford. Been waitin' for you. Bob Nevins told me to look you up. Said you were a damned good pal."

Jim smiled. "Sure, Nevins and I were close friends when he worked here. He was my conductor."

"He said to give you this letter."

Jim opened the envelope. It was a note from Nevins introducing the bearer as Ben Bradford, a worthy brother, and asking Jim to take care of him until May first. On that date, Nevins wrote, he would arrive in Clayton and relieve Jim of the charge.

"Glad to know you, Ben."

As they clasped hands, Jim noticed a Brotherhood of Locomotive Firemen & Enginemen emblem in the lapel of Bradford's blue serge coat.

"Boomer fireman?" he asked.

"Yeah, mostly. But when I can't land a job on the scoop, I go brakin', pullin' pins, floppin' dollies — anything, so it's railroadin'. I aim to go firin' on this pike. In fact, I'm on my way to Clayton. Bob Nevins asked me to wait there."

"So you want a ride, eh?"

"Yeah. Here's my receipts. I'm

all paid up with the Brotherhood."

"Okay with me, Bradford. Do you have a place to room in Clayton?"

"Yeah, Nevins gave me the address of his old boardin'-house. He said the woman who runs it — "

Just then the conductor, Elmer Banks, hurried out of the yard office with the head brakeman at his heels.

"As soon as we get the wind we'll highball," the con announced, thumbing the bundle of bills. "We have forty loads. Thirty-five air cars. I'm going back — "

"Elmer, I want you to meet a brother," Jim cut in to introduce the boomer.

"You're as good as gold with me," said Elmer, shaking hands with Ben. "Well, we'd better start for the hack."

"Thanks, but if it's all the same with you, I'd rather ride the engine," the boomer ventured. "I've heard that the scrap heaps on this pike are plenty tough to fire and I want to see for myself."

Jim Moran casually picked up the long-necked oiler. "Sure. It makes no difference to us."

Elmer strode off toward the caboose. The newcomer followed Jim around the Mogul. When the oiling was done, the pair climbed into the cab. Jim squinted at the air gage. Glancing across the deck, he saw Ben place his bundle on the left seatbox, break the string, and take out overalls and gloves.

Hansen watched also. The fireman, who had been scooping coal, slammed the firebox door, stuck the shovel in the coal pile on the tender, and mopped his wet brow. Ben pulled on his overalls, wrapped up the rest of his possessions, lifted the cover of Arnold's seatbox, and dropped his package into the box.

BART SANDFORD, perched atop the head car, signaled for Jim to apply the air-brakes.

Ben leaned back and rolled a cigarette. "You're puttin' a heavy fire in her, ain't you, kid? he grinned.

"Yep, I gotta," the fireman said, breathing heavily. "We're pulling almost twice our rated tonnage. We really should have a big engine — "

"Big engine?"

"Yeah, one of the new converted Ten-wheelers. They're only a coupla years old. Used to be in passenger service, but now the shops are cutting down their drivers and rebuilding them for freight. Fast as they're replaced with the new Atlantics, they're sent to the shops for rebuilding. Talk about power! Why, one of them could run away with this train."

"This pike goin' tonnage-crazy?"

"No, they just want us to pull forty loads. We can't do it with Moguls and get over the road. So they're fixing up the Ten-wheelers for us."

The brakeman signaled for Jim to release the brakes. Then he twirled a highball, jumped down onto the tender, and scrambled over the coal and into the cab.

Jim whistled off. He took slack on the throttle. The Mogul lurched ahead, but traveled only a few feet, and stopped. Reversing the engine, the hogger again took slack.

Ben turned to the fireman. "You think he can start 'em?"

"Yeah, after a while."

Hansen opened the firebox door to save his fire from going up the stack as the drivers slipped and spun wildly.

After five vain attempts, Jim managed to get the ponderous train moving. The home board at West Chicago blinked at them to cross out to the main line. Bart climbed up and eased in ahead of Ben on the fireman's seatbox.

"If luck holds, our next stop oughta be Desmond for coal and water," the brakeman said over his shoulder.

"It's 140 miles to Clayton, ain't it?" the boomer asked, leaning forward. "Moran will have to make a coupla water stops, won't he?"

"We've been going straight to Desmond, and from there to Plainville, and then on in. Making Desmond is the toughest. It's always close. Jim is easy on the water. So unless we get stabbed we oughta make it."

Ben watched Hansen fire. Exhaust from the stack roared like a cannon. The engineer looked at his watch and then at the perspiring Hansen. He had a good roll on his train, but at the cost of his fireman's strength. Jim stood up, reached down, and latched back the Johnson bar. Instantly the barking, booming exhaust lessened in volume. Redhot glowing coals no longer shot high into the sky. The train-speed dropped, too.

Hansen slammed shut the chain firebox door and shook his head. "It's no use, Jim. You can't save me much tonight."

Ben tossed away his cigarette and crossed the rocking cab.

"The kid's got a tough job, Moran. What d'ya say I give him a hand?"

Jim hesitated. "We're right ahead of Number 37, the Western Express."

"Don't be afraid of me losin' the feather," Ben urged. "I was born with a shovel. I kept 'em hot goin' up Soldier's Summit. I bailed black diamonds on the Colorado Midland. I fired on — "

"You got me wrong," Jim cut in. "I can't tell you to take the scoop. You ask Hansen. I don't want him to think he's falling down on the job."

"You're right. I ain't doin' it for that reason. The kid's good. He's got the needle smack on the point. I just want to give him a rest."

"Go ask him."

Ben stepped around the back of the cab to Hansen, who was standing in the gangway getting a breather, and broached the subject tactfully.

"You got a heavy train tonight, fellow. How about me takin' her for a while? I'm tough and I can stand a helluva lot of gaff."

Hansen grinned. "Thanks! I'll be glad to get a break. Tell you what, I'll take her to Desmond. Then you have her."

"Okay, whenever you say."

THE BOOMER returned to Jim's side and told of their arrangement. Jim invited him to sit down on the rear of the seatbox, saying, "I'll show you a little of the road."

Climbing up on the platform, Ben eased into the space back of the engineer. Jim, his gaze riveted on the track ahead, turned his head slightly and asked: "How is Nevins? I haven't seen him since he left here a year ago."

"He's okay," said the boomer. "Says he'll be glad to get back on the C&W. Anybody would — as superintendent. Nevins is all right. He hired me as fireman, under my own name. First job I've had as Ben Bradford in nine years!"

"How'd it happen?"

"Oh, it's a long story. I was workin' on the KB&S out of Kansas City, and Nevins was our super, and I was mixed up in a rear-end collision. The boss made a deal with me to shoulder the blame so's to save some oldtimer's job. In return he promised to hire me on the Chicago & Western under my real name. Well, that's about all."

The engineer grunted. "Sounds like Nev. The human element."

Arnold Hansen's young body swung like a pendulum as he wielded the scoop, transfering coal from tender to firebox. A white plume of steam above the safety valves trailed over the cab. The fast freight wheeled onto the slight ascending grade approaching Hilltop. Jim dropped the Johnson bar a few notches. The Mogul quivered and pounded the rails. Bart took a lamp and climbed back on the tender to push coal ahead so that Hansen would not have to reach for it.

Passing Hilltop station, the hogger dug for his gold watch. He thumbed it,

mentally computed how far he was running ahead of Number 37. Meanwhile, the freight dipped over the crest of the hill and roared down the grade, picking up speed with each turn of the wheels.

"You're steppin' right along!" Ben exclaimed. "That string of varnish would have to be hittin' the high spots to light up your hack with its headlight."

"I aim to make Desmond," Jim responded. "We'll take coal and water, and while we're on the siding Number 37 will pass us. I'll follow them into Clayton."

A few minutes later they saw the lights of a town. Star Lake. Jim pulled the whistle rope and blasted over the grade crossing, past the weather-beaten station. Now they were rolling across the prairies. Flat land, budding with the first breath of spring. Hansen slammed shut the firebox door.

The runner beckoned to him. "Get up here and keep an eye on things. I'm going back to look at the water."

Jim opened the firebox door and stuck his torch into the flames. With the blazing torch to light his way, he climbed over the coal boards, over the pile of coal, to the rear of the tender. The tank bounced and swayed. Wind almost put out the torch. Jim opened the manhole cover, picked up a rusty bar that had once been a hook, and slid it down into the water. Poking around, he let the bar slide until it hit bottom. He then lifted it up and examined the water mark.

Satisfied that he had enough water for the run to Desmond, the engineer closed the manhole and scrambled back over the coal, into his cab.

"How's it look?" Hansen asked, stepping down from the right-hand seat.

"We'll just about make it," Jim said, climbing in ahead of the boomer.

Arnold picked up his shovel. "That's good. If we had to stop at Raven for water we'd have to pull into the clear and lose a half-hour or more."

THE MOGUL roared on through the night, spitting live coals. Around a curve, a semaphore cast its bright white beam at him. The distant board for Raven.

Jim had to decide whether to stop and pull into clear at Raven or continue on to Desmond. Between the two points there were no passing tracks. Again he thumbed his watch. Fifteen minutes to travel the five miles to Desmond! He mentally calculated. Yes, there was ample time. He had a forty-miles-an-hour wheel on the train. Why, he'd be cut off and cleaning his fire when Number 37 whistled through Desmond.

Approaching Raven signal tower, the hogger blasted a highball. Clear board. Passing the tower, he waved at the signalman and widened the throttle. The train was out on the prairies now, with Raven just behind it. Jim started the injector to pump water into the boiler of the Mogul. There was a hum; then the injector broke. Jim shut it off, waited, and then started again. Once more it broke.

He called to Bart: "Hey, put on your gun! Mine won't work."

The brakeman fumbled with the injector, but it wouldn't take. Hansen glanced at the water glass, the gage which showed the amount of water in the boiler. Jim leaned over the deck to look at it.

Arnold Hansen said: "You got about half a glass — "

Again Jim tried to operate the injector. Meeting no success, he grabbed his torch, lit it, and scrambled back over the tender. Once more he poked around with the old rusted hook. His worst fears were confirmed: the tank interior was almost dry!

He stumbled back into the cab, trying to think. How far would they run on half a glass of water. It was his first experience with an empty tank. Wild stories of engines blowing up trooped through his head. And Number 37 was on his tail! Should he stop, cut off the 1229, and make a run for Desmond; or should he pull his train into clear so as not stab the fast express? No, he'd never make it.

Hansen froze. At the same time Jim pushed in the throttle. With the engine using no steam, the safety valve suddenly popped.

Ben was on his feet, asking: "How much water did you have that time you looked at it and said you had enough to make Desmond?"

"About a quarter of a tank," Jim snapped, applying the air-brakes. "Something must of happened —"

"Yeah, you musta lost it. Loose tank connection, maybe. Goin' to dump your fire or try a run for the next plug?"

"I'm doping out a plan," Jim offered. "By the time we stop, I'll know. If I have enough water left in the glass, I'll make a run for the Desmond plug."

"Holy smoke!" the brakeman cried to Jim. "We'd stab Number 37 — "

"The hell with Thirty-seven!"

Hansen bailed in coal to cover the white fire and reduce the heat. Bart darted back on the coal pile and furiously pushed fuel ahead, while Ben took the shovel out of Hansen's hands.

"Go sit down, kid," he said. "This is a fast job and you're about done up."

"I'm all right — "

"G'wan, sit down! If this fire can be covered maybe we won't have to dump it. Watch those diamonds fly!"

Bart worked like a Trojan to give Ben coal. The freight was slowing to a crawl. Soon it stopped. Jim lit his torch and dashed down through the gangway. Ben, having covered the fire, snatched Bart's lantern and followed the hogger. They found a loose tank connection between engine and tender.

"Here's the trouble," said Jim. "But I won't waste time tightening it. I'll do that when we get to Desmond. Cut off the engine and I'll make a run."

BEN WHIRLED and sprinted in between engine and head car to pull the pin. He turned the angle-cock on the tender, raised the pin, and signaled for Jim to pull away. As the Mogul started ahead, he left the white lantern on a tie beside the leading boxcar. Then he seized the grab-iron on the end of the tender and swung on. He climbed over the tank into the cab.

The cab was now in total darkness, save for the feeble glow of the oil-gage lights and the blue flames that licked at the banked fire. The blaze danced, flickered out, and burst up again as the open firebox reduced the suction of the exhaust.

Hansen and Bart lounged in the gangways. The boomer stood beside Jim. Old 1229 rocked and swayed at the speed. The needle on the steam gage dropped down to 145. The water in the glass got lower and lower. Jim was racing against both water and steam. Another mile sent the steam down to 110.

At length, in the distance, they saw the welcoming lights of Desmond. The exhaust from the Mogul was now soft and whoozy. Low steam! But the drivers continued to whirl. The distant home board gleamed green, telling the engineer he'd be stopped or switched to another track.

Jim reached for the whistle rope. On second thought, he decided he could not spare the steam. As they neared the tower he eased off the throttle. The home light was green on the bottom, indicating the switches were set for him to roll onto the siding. The engine lifted as she took the crossover. The firemen's shovel slid along the apron.

Hansen strode to Jim's side. "I'm beating it back on the tank to be ready when you spot her at the plug," he bellowed and plowed over the coal.

Now the pressure was down to sixty pounds. Jim yanked open the throttle to give the Mogul every last ounce of steam as she rolled through the siding. Passing the depot, he saw baggage trucks piled high with mail and luggage,

waiting for train 37. A group of people, evidently thinking this was the passenger train, hurried out of the waiting-room. A few hundred feet more and he'd be at the coal dock and water plug.

At last the engine wheezed to a stop at the plug. Hansen quickly pulled down the spout. The sound of gushing water was like music to Jim's ears. But he had no time to rejoice; the job was not finished. He leaped from his seat and, with Ben at his side, examined the water gage. To their dismay they found no sign of the precious liquid!

Jim stared hard. "There's a chance the crown-sheet is covered."

"That's all you need," said Bradford.

"We'll fix that tank connection and then I'll find out."

"Yeah, you'd better be sure. If that damn boiler is dry, only one thing can happen when you pump water into it. You'll blow her up!"

Gathering up the necessary tools, Jim flung over his shoulder: "Don't worry. I'll kill her first."

They dropped to the ground. Bart followed and held the torch for light while they repaired the loose hose connection. Only a few twists of the alligator wrench were needed to stop the leak.

Jim yelled up to Hansen. "How much water you got?"

The fireman peered into the manhole. "Not a helluva lot."

"Have we got enough in the tank to work the guns?"

"I think so."

Ben placed a hand on Jim's shoulder.

"I'll try her for you, Moran."

Jim stopped short, with one foot resting on the cab steps. "No —

"Old girl's liable to let go," the boomer warned.

"I'll be careful," said Jim.

Ben was right behind the engineer when he entered the cab. Jim glanced quickly at the water glass, then he mounted his platform.

Ben called to Hansen: "Put up the plug. And watch yourself. Moran's goin' to move the engine to see how much water's left in the boiler."

HANSEN SWUNG the plug away and Jim widened on the throttle. The Mogul took the steam and whooshed ahead. Ben Bradley kept his gaze fixed on the water glass. Jim shut off, slapped on the brakes, and looked at the boomer with pleading eyes.

The answer came: "No, try again!"

Jim reversed the engine and let her run a few feet. Once more he made a sudden stop as a means of stirring the water around in the boiler.

Ben let out a whoop of gladness. "You did it that time! I see a couple drops in the glass. Well, there's certainly some water in the boiler. Wanta try the gun now?"

Glancing about, Jim saw that no chute workers were standing near. He reached for the injector and gingerly tried it. Twice it broke, but the third time it picked up the water. The hum that filled the cab brought joy to the men. Yet danger was still with them. True, water was now filling the boiler, but —

Jim wiped his face with a handkerchief. Ben watched the water glass. Steam began to drop.

"Now she's all right," the hogger ventured. "What the hell! If she's gonna go, she's gonna go. I'll chance it."

He wound on the blower. Ben thrust the hook into the banked fire.

"Well, what do you say?" the fireman called down. "How about backing up so I can fill the tank?"

Jim moved the engine until he had her spotted at the plug. Bart stamped into the cab, exclaiming: "By God, that was a close shave!"

Ben chuckled. "Don't let a little thing like running out of water worry you."

"Sanford, duck back to the station and give the tower a buzz for me, will you?" Jim said. "Ask him to tell the dispatcher we had to drop our train and run for water, and I'm going right back for our train. While we're getting the engine hot, we'll take coal. But don't mention that. Just tell him about the water."

"Suppose he wants to know how you figured wrong on your water? Bart questioned. "You know you've got Number 37 laying behind our train?"

"If he asks, say I'll send him a message from Clayton. I'll pick you up on our way back to the train."

The boomer shut the firebox door and squinted at the steam gage. It showed 105. Low steam had made the blower almost ineffective. Now, with the hand climbing around the clock, the forced draft was becoming stronger. It would take several minutes to build up a head of steam. Better to use the time taking coal, he decided, instead of coupling on the train and waiting for pressure to rise. Then they wouldn't have to stop, but could pull down to the west end of Desmond siding, ready to follow Number 37.

After filling the tank, Hansen got into the cab. He was grateful for Ben's assistance, and showed appreciation by sharing his lunch with the boomer. Jim spotted the engine to take on coal, then he started backing up. He slowed while passing the station, and Bart swung on.

"Dispatcher is raising hell," the brakeman blurted out. "He wants a detailed report from you. And he says not to wait until you get to Clayton. Throw it off at the first tower you come to after picking up your train."

Jim drew near his train and spied in the darkness a lantern moving. It signaled to him to ease up on the speed. While coupling onto his string of cars, he saw that the glim was carried by Elmer Banks. When Elmer cut in the air, he climbed into the cab, his face lined by worry. Briefly Jim summed up the recent events.

The skipper shook his head. "Try again! That loose-tank-connection story is no good — who'd ever believe it?"

"It's true, though," Jim insisted. "My water leaked away."

Ben joined in soothingly: "Of course, it's true, but the brains is right. We oughta cook up something plausible."

WHILE the three men were gathered in a huddle, the compressors throbbed in pumping off the brakes on the forty-car freight train.

Jim scowled. "I get it! The lousy dispatcher doped out that I was making a grandstand run and miscalculated on my water. He knows I was bowling along right ahead of Number 37 and figures I took a chance. If it hadn't been for that loose tank connection," he added ruefully, "we could have made Desmond and — "

"Yes, but we didn't," Elmer cut in. You're gonna have a damn sweet job telling the truth."

Jim pondered. Although he had repaired the leak there were no marks, no material used to show it had been worked on. He glanced at Bradley. Maybe the wily boomer could devise a way out — that guy had been in tight places and he oughta know.

Ben suddenly snapped his fingers and cried: "Listen to this, Moran! We'll make a foolproof alibi. Let's take down a brake-beam from the lead truck of the head car. Then you can say you saw fire flyin'; you stopped and inspected the car and found the brake-beam draggin'. But the delay, the time lost by the stop, used up the water we needed to reach Desmond. You had only one choice, Moran: pull the pin on the hog and beat it for water."

"Swell alibi!" Jim declared. "A beauty, except for the joker. We've got a fast passenger train behind us. He's been there for twenty minutes. Working to take down that brake-beam would make us lose more time. No, the hell with it!" he squinted at the air gage. "I've got the wind," he said, and reached for the

whistle rope. "I'm clearing that first-class job as fast as I can turn a wheel."

Five long blasts of the whistle, calling in the flagman, echoed across the dark silent prairie.

He knocked the brake handle to full release. Then he whirled around.

"Look, boomer, Nevins will be superintendent in a day or so. He'll probably have us on the carpet to hear what happened tonight. You know the sort of man Bob is. We couldn't fool him, understand? He'd see through our scheme in a minute, because it's just the kind he'd pull himself. Nevins is no office-boy super. He used to run freight over this division; and before that he was a boomer, too. We'd better tell the truth."

The group concurred in this decision. Hansen, standing in the right side gangway, peered toward the rear.

"All right for the flagman! He's on the hack, highballing to get out of town."

"I'll ride ahead," said Elmer, "and drop back when you slow for the west tower of Desmond."

Jim reversed the engine and took slack. He had to take it three times before he could start the heavy train.

THE EXHAUST barked loudly. Roman candles shot out the stack. Hand on the trottle, alert lest the drivers lose their grip on the rails, Jim Moran looked over his arm and called the conductor to his side.

"Say, write out a message for me, will you?" he asked. "Tell the dispatcher just what happened. I want to throw it off at the tower at West Desmond."

Elmer nodded. Holding his lantern in the crook of his arm, swaying with the pitch and roll of the engine, he tore a page out of his train-book and set down the cause of delay. Then he folded the sheet, fastened a torpedo to it for weight, and handed the paper to Jim.

Ben pulled the hook, white and smoking, out of the fire. He tossed it back against the coal board and slammed the firebox door, shutting off the fierce shaft of fire-light. Hansen, riding on his seat-box, studied the steam gage.

The boomer grinned. "That needle is walkin' right around the clock."

As if in verification, the safety valve suddenly lifted with a roar. It was Hansen's turn to smile.

"You sure got rid of the green coal, all right. I thought you had enough to take us clear through to Clayton."

Ben reached for the shovel to pack the corners of the firebox. He noticed that Jim had the reverse lever half down in the corner. Now the exhausts quickly followed one another as the freight picked up speed. When Ben fired,the draft pulled coal off the shovel. Again the pop valve lifted. The boomer left the firebox door on the latch to save his fire from being drawn up front.

Jim called out the signal: "Green on the bottom!" Hansen and Bart repeated it in chorus.

The hard-working Mogul took the switch and lurched. Her drivers slipped and then gripped the rails. She surged ahead, and the cars following pushed in against her. The engineer held his breath for fear they'd "pull a lung"; there had been trouble enough without the new delay of a break-in-two. But the couplers held firm; the freight rolled into clear on the siding. Jim reached for the Johnson bar and pulled it back to center.

As they passed the Desmond depot the agent and baggageman were out on the platform making signs which Jim interpreted as scorn. The runner thumbed his nose at them. The freight clanked on down the siding. As it slowed for the end of the track, Elmer climbed down the engine steps and dropped off to catch the caboose.

Number 37, the Western Express, now 43 minutes off the card, came thundering along, her shiny Atlantic type locomotive getting a swing on the train after the Desmond station stop. Her engineer blew his whistle at the freight crew. A series of short blasts and then one long trailing whoooo! Jim watched the observation car fade into the night.

"That fellow is all steamed up over the stinging we gave him!"

When the fast express cleared the block, the tower lined up the switches and gave Jim the "bug" to go. Ben was now performing like an old-time C&W fireman. By observing Arnold Hansen he had acquired sufficient knowledge of the 1229 to keep a white plume all the way to Plainville. From that point on to Clayton it was clear sailing.

Jim called to the boomer jokingly as they were pulling into Clayton yard: "Bradford, you can handle a scoop! Give me your paper and I'll sign it."

Ben laughed. "Bub," he said, "I ain't had student papers signed since I left the B&O eight years ago." Later he remarked: "I wish Nevins was here. I'd like to be marking' up for work. I like this pike already."

WHEN the weary freight crew left the railroad yard at Clayton the clock on the courthouse solemnly said 2:30 a.m. The hour was much too late to arouse a boarding-house keeper, even the genial Mrs. Matthews, to whom Nevins had recommended Ben Bradford; so Jim took the boomer to his own home on East Street for the night. Both men were glad to tumble into bed.

It was noon before Jim knocked on the door of the spare room to awaken Ben for breakfast. The boomer dressed himself in jig time. Jim introduced the visitor to his wife, Mamie, and to his mother, who was living with them; and Ben said it was the first home-cooked meal he'd had in years.

At three that afternoon Moran's crew were called for a stock extra to Chicago. Ben and Jim left the house together. On their way to the yards they stopped at Mrs. Matthews' place, where the boomer rented a room.

When Jim coupled his Mogul onto the train and found Elmer Banks waiting, he climbed down from his cab to break the news that Nevins would arrive in town the following morning and at night would be a guest in the Moran home. In fact, there would be a turkey dinner with all the trimmings. A few of Nevins' friends had been invited, including Ben Bradford, and Jim counted on Elmer being among them.

"Mamie expects to have everything ready around six o'clock," he said.

Elmer sighed. "We'll be out of luck."

"Why, what do you mean?"

"We'll be on the road, Jim. We get into Chi about midnight and will be called in the morning. We'll probably draw a nice, long, fat extra and spend a couple of days on the road." He grinned wryly. "You'd better ask Mamie to save a little cold turkey for us, say about two or three days from now."

Jim was crestfallen. He stroked his chin a moment. Then he smiled.

"Say, Nev will be superintendent by tomorrow morning. You leave it to him. He'll find a way of getting us back to Clayton in time for the spread."

Then he added: "By the way, I found a letter in my box at the roundhouse office. It's from Mitchell. He wants me to see him as soon as possible to explain why I had to cut off for water last night. Here's the letter. But Mitchell won't be super when we get back from this trip."

Elmer read the note and chuckled.

"The first one to go on the carpet before Nevins will be you, his best friend! Wouldn't it be funny if he slipped you thirty days?"

"Aw, go to hell!" Jim snatched the letter and climbed into the cab. "We have only eighteen cars tonight," he called down. "If you're going to Chi with me, you'd better start for the palace."

The courthouse clock was striking six when old Jim highballed out of town.

His 1229 wheeled the light train to Desmond. After a short stop for coal and water, East Desmond tower put him out on the main. A clear block. Another. Nothing was ahead of Jim. He latched back the Mogul and she purred.

Fireman Hansen slammed shut the firebox door and crossed to the engineer.

"Some difference between this rattler and CF-3, hey?" he bawled. "Why, it's almost like firing passenger!"

West Chicago had everything lined for them, and at 11:30 the stock fast freight panted to a stop outside Bagley's office in the Chicago yards, end of the run.

NEXT morning at 9:50 the fiendish callboy roused him and his sleepy fireman.

"On your feet!" the kid cried. "C'mon, wake up! You got a short call!"

Jim blinked open his eyes. Hansen yawned and rolled over. "Hey, Moran! C'mon, you're getting a caboose hop." The callboy shook the hogger. "D'ya hear me?"

Hansen bolted to a sitting position, his eyes still closed.

"Did you say a caboose hop?"

Jim leaped out of bed.

"What time we ordered for? he queried, his sleep-drugged brain clearing. A caboose hop! Just like deadheading on the varnished wagons. Sure, and home in time for the big dinner that evening. He had felt sure Nevins would find a way to get them back to Clayton. He smiled faintly.

"You ain't ordered for any particular time," the callboy went on, pushing his book forward for Jim and Hansen to sign. "Soon as you eat, grab your engine and caboose and highball for Clayton."

After a hasty breakfast, the pair climbed into the cab of the 1229. Hansen squinted at the fire and the steam gage.

"She's got ninety on the clock. You get started, Jim. I'll have the fire fixed by the time we pick up the hack."

Conductor Banks, brakeman Sanford and flagman Darby were out waiting for Jim when he rolled up. A record was made for speed that morning. So anxious were the men to hurry that a crew on a yard switcher stopped to watch them. The switchman flung out some uncomplimentary remarks, but Elmer and his crew paid no heed to them.

MacAvoy, the day general yardmaster, stood in his doorway, greeted them.

"Man and boy, I've been around railroads many years," he called to Moran, "but I've never before seen a road crew move like your outfit. If I didn't know you were just out of the hay, I'd swear the police was chasing you."

Jim answered with a laugh. He crossed to his side of the cab, accepted Elmer's signal, and blew off to go. Latching back the throttle, he sent the Mogul and caboose up the yard running track at a speed somewhat beyond the limit. As they approached the West Chicago tower he saw a dwarf signal set against them. Grabbing the whistle rope, he vented impatience with loud, sharp blasts. But the signal remained the same.

The blond Arnold Hansen rested his big feet on the injector pipe and grumbled: "They must have something coming. What the hell could it be?"

Reaching into his seatbox, Jim withdrew a dog-eared timetable and thumbed the pages. Then he glanced at his watch, saying:

"It's 11:20 now, and Number 5 is due here in seven minutes. We could go to Drummond for them."

Number 5 was the fast, non-stop Golden Gate Express. To stab that train would lay yourself wide open to a whole flock of brownies.

Hansen replied dubiously: "Sure, but the dispatcher is figuring on the speed limit of an engine and crummy. We're restricted to thirty-five an hour, you know."

"Thirty-five?" Jim echoed. "Why, I could beat that with a horse and buggy!"

He looked back to see Elmer leaning out a caboose window.

"What's the matter?" the conductor asked. "What's he holding us for?"

"Number Five is due."

ELMER PULLED in his head. An instant later Jim saw Bart Sanford trotting toward the tower. The brakeman had gone half the distance when Jim heard a roar and rumble to the east. He turned to see a train approaching on the westbound main. Smoke poured from the engine's stack, spreading fanwise.

Hansen stood in the right gangway watching it. "Number Five!" he said. "She sure makes a pretty picture."

The speedy Golden Gate Express roared by in a cloud of dust, steam, and smoke, her chime whistle emitting a musical voice. When the train became a smudge on the western horizon, the tower lined the crossover and gave Jim the dwarf signal to follow it. Jim blew off, notched back the throttle, and then slowed to let Bart swing aboard the caboose. Now he was on the high iron with clear signals and the smoke of a non-stop string of varnish ahead.

"Clayton, here I come!"

Jim set his Mogul, old 1229, to try and pace the train that had just passed.

Streaking through Menlow, he was making fifty. The caboose followed like a kite tail, bobbing and swinging from side to side. Coal rolled down over the boards, bounced onto the deck. Twice Hansen missed the firebox door, spilling coal over his feet. They whizzed through Southbridge, West Canton, Birdtown and Otter, one after another, with only a few minutes between them. Over Hilltop, down into Star Lake. Clear signals! The meteoric Golden Gate was blazing the trail ahead.

Raven. The tower man was leaning out his window, pointing to his watch. Jim grinned, blasted a highball to him.

The Golden Gate had stopped, taken water and was gone when Jim pulled into Desmond. While Hansen took water, his hogger grabbed the long-necked oiler, bolted down the gangway, and hurried around the engine. Nothing had run hot. Arnold dropped the steel manhole cover on the tank with a resounding crash and Jim remounted to the cab.

"Five didn't lose any time getting out of town," the fireboy observed.

Moran dug for his watch. "She's right on the card. Should be going through Willowtown right now."

He latched back the 1229, and whistled for Willowtown four minutes later. He was again clipping off fifty miles an hour. While he was trailing the Golden Gate, which had to do fifty or better to maintain its schedule over the division, Jim thought of the great change that had come to the road he worked for. The shiny new Atlantic on Number 5 was speeding at a rate that would have set a record for the C&W a year or more ago.

From Desmond to the tower, a few hundred feet east of Clayton, was a distance of 72 miles. Jim took just minutes to wheel his engine and caboose between those points. The tower held the board against him. Looking ahead, he could see a passenger train at the station.

He yelled across the cab to Hansen: "Well, I caught Number Five. There she is changing engines."

Hansen, removing overalls, laughed out loud. "Boy, I'd like to see you about an hour late with the Fast Mail! But I wouldn't want to be firing for you."

The Golden Gate, with fresh engine and crew, whistled off. When the train resumed its flight westward, the tower

gave Jim the board to proceed. Moran cracked the throttle. The 1229, dragging the old red caboose, chugged slowly along the brick-paved station platform.

AS THEY passed the depot, the door leading upstairs to the division offices swung open and a man's voice called out, "Hello, Jim!"

The runner shut off and slammed the brakes into emergency. He glanced at a familiar figure striding toward him.

"It's Bob Nevins!" he cried.

Hansen followed the engineer down the gangway and was standing beside him when the old friends clasped hands.

"Gosh, Nev, it's good to see you again!" the hogger enthused.

"The same to you, Jim!"

The new superintendent was handsomely attired, from the black patent-leather shoes with gray tops to the stylish gray derby.

"Say, Jim, you look fine," he went on, his eyes smiling. "I've been waiting all afternoon for you. I had the chief dispatcher going around in circles asking about you. What the hell were you fellows doing since you left Chicago?"

"Doing?" Hansen cut in. "Why, we paced Number 5 all the way from Chi."

Just then Ted Darby, the flagman, stepped off the crummy, whistling. One look sent him scurrying around the rear platform onto the track, bellowing through the open caboose door: "Hey, Elmer! Here's Bob Nevins!"

The skipper, followed by his head brakeman, bounded out. In the midst of greetings and handshaking the super eyed Darby and asked: "How is my old caboose?"

Darby smirked, "Here she is," jerking a thumb toward the little red chariot.

Nevins scrutinized it with eager curiosity. He must have noted, as Jim did with a sense of relief, that the windows were clean. Then he started to go inside but paused on the steps.

The official merely said: "Look, Jim, pull down to the switch there at the end of the platform. I'm having you boys back off here on the depot spur and leave this outfit. I've ordered the yard to send out a switcher to pull in the engine and hack before Number Three's engine comes out. All right, Jim! While you're making the move I'll ride around with you. It's good to get back in familiar surroundings."

Hogger and fireman climbed into the cab, while Elmer and the brakeman followed Nevins inside the caboose. The east tower signaled Jim to back into clear on a spur. The spur, eighty feet long, was used for changing locomotives. Passenger engines, fresh out of the Clayton roundhouse, backed in on it to await the arrival of their trains from Chicago.

When a through express pulled into the station, its engine was uncoupled and wheeled to the house. Then, freshly cooled and watered, the loco rolled off the spur and coupled onto the train. It was the accepted custom to change power at each division point.

Hansen banked the fire, and when 1229 and their caboose were on the spur he trailed Jim into the caboose.

"I guess the palace is okay, eh?" The engineer paused in the act of removing his overalls. "I didn't hear any beefing."

Nevins, seated before his old worn desk, announced: "Boys, you're released for the day. Now beat it home and get ready for tonight. I'll see you at Moran's house around eight o'clock."

The men departed in high spirits. Jim filled a basin with water and began to wash. Nevins looked at his watch. It was 3:30. He said: "I ordered a carriage to call at four."

Jim, rubbing his face with a towel, grunted in answer.

Nevins went on: "I was up to your house this morning. Mamie seemed tickled pink when I told her I had ordered a caboose hop for you and Elmer."

Jim rolled up his overalls into a bundle and remarked: "Say, Nev, that reminds me. You know Ben Bradford?"

The super nodded. "Sure! I gave him a job."

"He rode CF-3 with us the night before last," Jim continued. "We had a little trouble. I got a loose tank connection and ran out of water after passing Raven —"

"Yes, I know. The papers were on my desk this morning. I read the message you sent the chief dispatcher, but I tore up the papers. Forget it!"

The switcher puffed in on the siding and coupled onto the locomotive and caboose. Jim signed his engine work slip and gave it to the hoghead on the switcher for delivery to the roundhouse foreman. Then, with Superintendent Nevins and conductor Banks, he climbed happily into the waiting carriage.

AFTER the huge turkey had shrunk to a mere hulk and the other viands had been sharply depleted and after the women had cleared away the dishes and the men were smoking cigars and clinking glasses, the talk drifted to a subject close to the hearts of them all, railroading on the C&W.

Nevins was almost garrulous, living over the days when he worked as a C&W conductor. This night he could be himself. His comrades were curious as to his movements in the past year, and many a question was asked and answered. The fact that Nevins had been responsible for the introduction of ten-wheeled engines was brought out in the conversation. In fact, Nevins himself mentioned it.

"How are those Ten-wheelers making out?" he asked. "Big power. Get 'em over the road."

Ben toyed with his glass. "Yeah, they get 'em over the road all right but that ain't all."

"What do you mean?"

The boomer cleared his throat. "Well, you started the idea to help the men, but it ain't workin' out that way, Bob. The railroads are goin' to use big power to pull longer trains, and the men will be right back where they started. Then they'll have to get even bigger engines; and by and by they'll have freight trains a mile long."

Nevins was skeptical. "But what about the drawbar pull? Why, they'd yank out a million lungs."

"Don't be so sure. The railroads can afford to experiment — they'll find some way around it."

Nevins' face suddenly lost its jollity, and he turned to Moran. "What do you think Jim?"

The runner agreed with Ben. "If the big engines are powerful enough to walk away with their present tonnage, the managements will soon get wise. Instead of forty loads they'll make 'em haul fifty or sixty or even seventy."

Jim cited the words of his old-time engineer, Joe Cramer, who was now master mechanic on a line out of Boston.

"I saw Joe the other day. He told me that brass collars all over the country were watching the use of Ten-wheelers on the C&W. 'If they work out satisfactorily there,' he says, 'the other roads'll begin ordering big engines. Show 'em a way to make more money and they'll fall for it.' "

Nevins gulped his drink.

"You could hardly blame 'em for that," he commented thoughtfully, "But what about the drawbar pull? What does Cramer think about that?"

"He thinks the same as Ben," was Jim's reply. "He says they'll strengthen the drawbars and maybe build cars on some new principle. He says the day is coming when we'll have an all-steel car as strong as a battleship; and when it does, pulling a lung will be as rare as finding a four-leaf clover."

"Aw, he's dreaming," Nevins snorted, turning to Hanson. "Arnold, would you rather fire a Ten-wheeler?"

The fireman said promptly: "Boy, you can get over the road with one of them! Why, take that last trip —"

The dispute continued far into the night. Nevins argued that freights would probably never increase in length beyond fifty cars, and that passenger trains would not exceed the present limit; that to do so would only defeat their purpose. Schedules were made for fast, frequent service.

When the party broke up, he was still arguing that larger power in the future would be used for speed, not necessarily to haul more cars at a time.

THE NEW EXECUTIVE rented his old room in Clayton from his former landlady, Mrs. Matthews, and took an adjoining room also, which he made into a study. At the same time he took a suite of C&W offices and was assigned a private car, Number 16, with observation platforms at both ends, for traveling over the road.

One of his first official acts was to summon the committeemen of the four train service brotherhoods and of the Switchman's Union's. He reminded them that Jasper Cato, general manager of the C&W, had recently signed contracts with their unions and that he, as superintendent of the Chicago Division, intended to live "up to the book." Seniority was to be enforced; men were to be promoted in their turn. The unfair practice of setting up four passenger brakemen to one freight conductor was abolished.

A month later, after careful study of motive power reports laid on his desk, Nevins decided upon a drastic change. This experiment he announced to the local chairman and general chairman of the engineers, explaining that General Manager Cato had just adopted it for the entire system. All regular assigned locomotives were placed in a pool. The practice of an engineer having an engine assigned to him, an engine that worked only when he was on duty, was abolished.

Not long afterward, under a sky shining like a million diamonds, Jim pulled into Clayton with an extra and waited while his head breakeman, Bart Sanford, uncoupled the 1229. Then he headed her toward the roundhouse, stopping on the ash-pit track. There he and Hansen climbed down from the old Mogul. It was the last time either of the two men would see her, but they did not know it then.

Engineer and fireman strode across the turntable and through stall 6, a short cut to the office. As they got to the back of the stall they were confronted by "Bonepile" Nully, the small, thin, and aged night roundhouse foreman. Glasses rested on the end of his nose and a grease-soaked hat was cocked to one side of his bald head. He appeared in high spirits.

"Hey, Moran!" Nully began, "reckon you've kissed the 1229 good-bye."

Jim stared. "What do you mean?"

Bonepile chuckled. "Ain't you seen the bulletin board? No more regular assigned en-jines. The G.M. has ordered 'em all put into a pool. You're gonna git a different one every time."

"What are you talking about?"

"The en-jines are gonna work like extra men," the foreman gloated. "You fellers have lost your pets. Never again will I have to hear you growlin' because I didn't have your en-jine fixed up like the queen o' the May. Them days is gone."

"Hey, you, Nully!" a voice roared out of the darkness. "I want to see you."

PHIL McQUADE, just in with train Number One, was at the other end of stall 6, hurrying toward the group. He was a large, heavy-set engineer wearing a short black mustache tinged with gray. As he came toward them, Jim glimpsed anger on his smoke-stained face.

"Say, Nully, what in hell's the idea of this notice taking our engines away from us?" he bawled, his eyes flashing.

Bonepile edged away.

"I don't know no more than you. Swenson got it this mornin' and posted it. When I showed up tonight he said it meant good-bye to all regular en-jines. He said the road was gonna get rid of all the little en-jines, including the Moguls and Eight-wheelers —"

"What in hell has that got to do with passenger power?"

"The company ain't got enough en-jines to go 'round."

McQuade's wrath mounted.

"Nice how do you do, all right. I take care of the 2002, keep her polished and in good working order, and what reward do I get? She's taken away from me just when I've got her broken in."

"Them's the orders," said Bonepile.

"I'll see about that. I'm off tomorrow. That 2002 had better be in here waiting for me when I register for my run Wednesday night."

But she wasn't waiting there.

THAT SUMMER, scores of work trains were put on from one end of the C&W to the other. New rail was laid; the gravel roadbed was replaced by rock ballast. During the month of August not less than twenty-one slow orders were issued. Seven were in force simultaneously for the first two weeks of October.

Meanwhile, Superintendent Nevins was spending most of his time traveling the length of the Chicago Division. Nights found his private car backed in on the spur of a small wayside station, to resume the tour with daylight. The official took his job seriously, often working as many as sixteen hours a day. But the strain was telling on him. Dark rings circled his eyes; his face lost its wonted color; he was subject to spells of depression.

"Life seems to be rushing past me," he told Jim Moran. His steel-gray eyes had a far-away look. "I'm not even boss of myself — just being swept along."

Jim wasn't too happy about the coming of big power. One day he and Arnold Hansen walked through the yards and stopped at the yardmaster's office. Conductor Banks joined them. All three discussed the new ruling.

Elmer declared: "It had to come. Remember the night we were called for CF-3 and we had to take the 1229, although three Ten-wheelers were laying over idle in the house? I said then it was funny that engines had to wait for their hoggers."

Hansen shrugged his shoulders.

"Personally, I'm glad we're rid of the 1229. Give me a Ten-wheeler any time."

"When you get a hog of your own," said Jim, "you'll feel different. Now, I'm used to the 1229. She's an old friend."

Elmer shook his head.

"You engineers talk as if those coffee pots were women you loved. Look, I'm going to ask Nevins for a new caboose. He can do what he wants with the wornout one. Am I weeping?"

"You haven't got the gall to compare a crummy with an engine, have you?" Jim demanded.

But the C&W hogger was slightly depressed. The old order was changing. He realized that, although the matter of the pool would be taken up by his brotherhood, nothing would ever come of the protest.

Had he been able to look many years into the future he would have seen that the big power and pooling of locomotives that men like Bob Nevins had fought for would eventually boomerang. They and other factors would lead to longer and still longer freight trains and a downgrading of passenger service. Also vast consolidations. Bankruptcies. Much abandonment of trackage. The railroad industry would become a de-personalized monster, a computerized machine to be plucked apart. Some people would call that progress.

STEVE MAGUIRE'S

TRANSIT TOPICS

Prior to passenger traffic on Washington's Metro system are test runs like this one over the steel-girder-supported key link at Rhode Island Ave. NE, with supervisor at controls.

WASHINGTON, the world's last major capital without a subway, is expected to see the first 4½ miles of the planned 98-mile system opened in September, just in time to begin carrying Bicentennial tourists from the National Parks Service visitors center at Union Station. First runs for official guests were made in April between Rhode Island Avenue and Union Station.

The original price tag of $2.5 billion, of which the U.S. has provided two-thirds, is now inflated to $4.5 billion. The systems inner portion runs generally in a loop, from which eight separate lines will run in every direction to suburban areas, most of them served by trolleys years ago, only to be abandoned in favor of buses. Once again, we are coming full circle.

When completed, the system will have 48 miles underground and 50 miles on the surface. Among superlative claims of the new D.C. Metro are these:

(1) The largest such project of its kind to be built at one time.

(2) The world's most automated subway system, from its red, white and blue magnetic fare cards to its computer-operated trains (with drivers only as backstops).

(3) The quietest system ever designed, from the accoustic station ceilings to the welded rails (no clickety-clack) couched on noise-absorbing pads.

The first system with no stairways (269 escalators, plus elevators for handicapped riders) and all stations fully air-conditioned.

Open, wide-vista station architecture will be easy on the eyes and hard on crime. So will closed-circuit television (nine cameras per station), and an intercom connecting each subway car with the driver.

A three-foot gap between station floors and walls, plus specially treated walls, are designed to foil the graffiti artistry which has turned New York's subway into an underground amateur art gallery.

This system is being built in the District of Columbia, Virginia, and Maryland and is a product of 50 years of talking, a decade of planning, six years of digging and hauling.

It is operated by the Washington Metropolitan Area Transit Authority and is nearing the point where phase I will become operational. It's a 4.6-mile stretch between Rhode Island Avenue, N.E., and downtown Washington. In September, the first fare-paying passengers will begin buying coded cards from automatic vending machines and inserting them into slots for trips varying from a basic 30-cent minimum short one-way hop to a maximum $99.96 card that can be used indefinitely.

The key link in phase I is a 4,200-foot aerial structure over the Baltimore & Ohio tracks near Union Station. It was originally designed to be built of pre-stressed girders supported on reinforced concrete piers. But when WMATA authorities received bids for this type structure, the lowest bid was 40 to 50 percent above engineers' estimates. After studying alternates, the engineers decided to build the structure with ASTM A-36 carbon structural steel. Being simpler and more economical, it enabled WMATA to meet construction schedules and budget considerations.

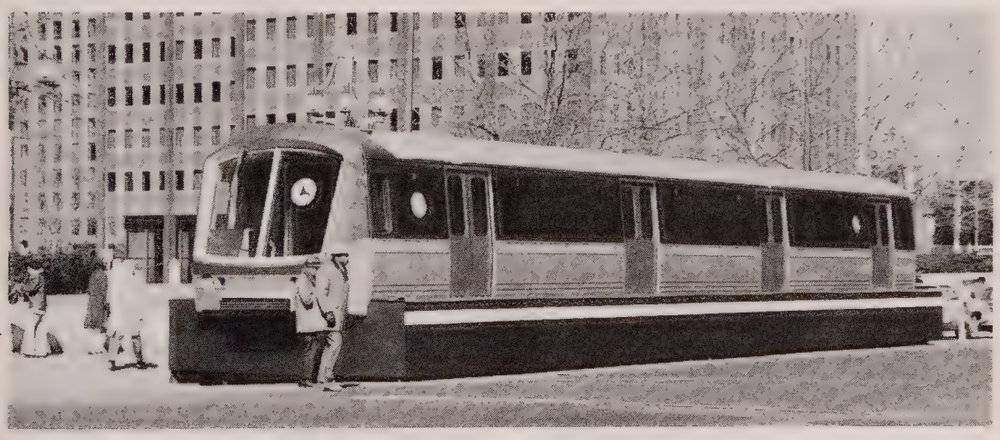
Metro passengers and employes will be assured maximum safety, reliability and convenience by an automatic train control system (ATC). Fail-safe protection is provided against collision, overspeed, and other hazards. ATC represents the marriage of conventional, well-proven railroad operations techniques with computerization. Control is provided over 42 miles of double track, including 40 stations and one yard. Metro trains will start, run, and stop automatically.

Robert L. Rademacher, a WMATA computer systems engineer, explains that three sub-systems comprise ATC: (1) automatic train supervision, (2) automatic train operation, and (3) automatic train protection. ATC takes information programmed into computers and "advises" Metro vehicles of appropriate speeds, spacing intervals — or headways — and so-called "dwell" times at stations. During rush hours, for example, ATC will permit fully automatic train operation at speeds up to 75 mph, with service at 90-second intervals.

"A human brain," says Rademacher, "must still pre-determine regulations, techniques, conditions, and other data — enabling the hardware to perform whatever task is assigned to it."

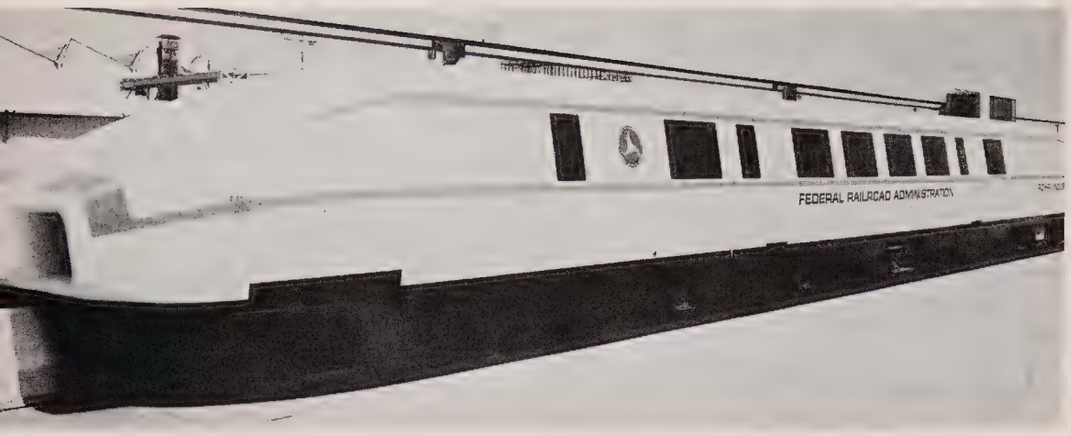
After the computers digest data that technicians feed into them, the data is transmitted to the second of the three sub-systems — the ATO system. ATO converts the signals into operating instructions to Metro vehicles. The third sub-system, automatic train protection, has overview responsibilities akin to those of a traffic controller, stopping trains, setting safe speed limits, and establishing other regulations to safeguard Metro operations.

Metro officials project that all 100 miles of the system, including 86 surface and underground stops, will be operational by 1981. The total cost as calculated thus far: $4.5 billion.



State of the Art Rapid Rail Car on display in Philadelphia at 15th St. and JFK Boulevard.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19101



Rohr Industries "Aerotrain" became the first all-electric tracked air cushion vehicle ever to attain a speed of 100 mph, on May 9, at U.S. Department of Transportation's High Speed Ground Test Center near Pueblo, Colorado, where it has been undergoing tests since September, 1974. Plans are to accelerate the vehicle to higher speeds, once work is completed on expanding the existing 3-mile guideway at Pueblo to 5.7 miles. Within the realm of possibility, aided by an expanded guideway, a speed of close to 125 mph might be made.

TORONTO Area Transit Operating Authority has imposed a ban on smoking on GO train cars with carpet. The ban is tied to the authority's conversion of floor covering in its rail cars from tile to carpet, and began immediately with the one fully carpeted car now in service. It will be extended automatically to new cars and renovated cars with carpeted floors.

Carpeting costs only $100 extra per car over the cost of tile. W.T. Howard, the authority's managing director, says it costs $20,000 more in maintenance just to clean up after smokers. He estimated annual savings of $20,000 to $25,000 through easier maintenance of carpeted floors, combined with the smoking ban.

FIVE Chicago elevated steel passenger cars, replaced last year by new equipment, were recently purchased by the Michigan Transit Museum for eventual use in a park in Oakland County, not far from Detroit, reports Bill Henning, MTM Trustee, 16157 Chatham Dr., Fraser, Mich. 48026. Under an agreement whereby the South Shore Line would inspect and paint the cars before they arrived in Michigan, they were sent to the CSSB shops at Michigan City, Ind., early in April, arriving in a blizzard, the year's heaviest snowstorm.

With the replacement of nearly 200 old steel elevated cars by Chicago Transit Authority, many are being acquired by trolley museums. Most of the museums plan to operate them, but a few need the electrical equipment and trucks for use on interurban car bodies that may eventually be operated.

A list of sales of these 4000 series CTA el cars to date has been compiled by the Blackhawk Chapter of NRHS, P.O. Box 455, Aurora, Ill. 60507, and appears in its Spike & Tie monthly bulletin. Here it is: Branford, Conn. 4280; Conn. El. Ry., Warehouse Pt., Conn. 4284, 4436; East Troy, Wisc. 4258, 4420; Illinois Ry. Museum, Union, Ill., 4146, 4410, 4412; IMOTAC Noblesville, Ind. 4215, 4454, Michigan Transit Museum, 4450, 4283, 4257, 4442, 4439; Ohio Ry. Museum, 4441, 4449; RELIC, South Elgin, Ill., 4451, and Waterfront Elec. Rys., Toledo, Ohio, 4267. 5 additional cars are expected to be sold, including one to the Kentucky Railway Museum.

IN THESE DAYS of deficits and inflation, how do you save $22,000 a year with almost no effort? Chicago Transit Authority found a simple answer in April when it cut the length of its transfers from 6½ to 5¼ inches. This reduced CTA's consumption of paper for printing transfers by about 20 percent, for a total annual saving in paper of about 70 tons.

On a typical weekday CTA sells about 825,000 ten-cent transfers for multi-fare bus and rapid transit rides, besides the regular forms. On Sundays, as many as 80,000 "super-transfers" are sold, entitling the holders to unlimited rides over the system. Each one costs 70 cents (45 cents for senior citizens and children).

BAY AREA RAPID TRANSIT is getting a new general manager, Frank C. Herringer, 33, who left his post as administrator of the Urban Mass Transportation Administration of the U.S. Department of Transportation, where he had served since 1973. On July 1 he began his new duties as head of the 75-mile BART system at a salary of $68,500.

PCC cars can run quite a distance on only seven wheels, reports the Bay Area Electric Railroad Review, 2119 Marin Ave., Berkeley, Calif. 94707. Last February 27th, PCC car 1139 on the Municipal Railway of San Francisco lost its left rear wheel in Twin Peaks Tunnel while inbound from Forest Hill. Not knowing that, the operator continued to run downtown, around the East Bay Terminal, and back to Geneva Carhouse. Meanwhile, the operator of a following car noticed the wheel lying in the tunnel. He called Central Control's attention, resulting in all inspectors being alerted to a PCC car running on only seven wheels. Car 1139 was finally apprehended at West Portal and taken out of service.

ASPEN, Colorado is seeking a new trolley line, a 10-mile system to carry skiers from the airport to town and from one skiing mountain to another, possibly free of charge. The Pitkin County Board of Commissioners (in which Aspen is located) have applied formally to the U.S. Department of Transportation for a grant to be supplemented by more than $2 million in local funds to build such a line and buy some second-hand streetcars from Sweden. These cars, 40 years old, are now available for sale to the U.S.

PHOTOS of Wheeling Traction (later Pan Handle Traction) cars shown in our May department were built in 1918, not 1928 as the caption stated, writes W.J.B. Gwinn, who sent them to us. He says an additional two cars, identical except for couplers for m.u. operation, were purchased in 1924. These cars, numbered 759 and 760, were to form a two-car train. However, they were never successfully used as such, because the sharp turns in downtown Wheeling streets caused them to pull each other off the track.

PENNSYLVANIA'S Bicentennial Commission and Department of Commerce have authorized the restoration of the body of former Lehigh Valley Transit car 801 for display in the Bicentennial, reports Lu Cummings, 129 Nevin St., Lancaster, Pa. 17603. The LVT route between Philadelphia and Allentown is rich in historical interest. Along that route in 1777 the Liberty Bell was moved from Philadelphia in advance of the British Army, and was taken to the Zion Church, in what is now Allentown, for safe storage.

The 801 was one of 12 cars ordered by LVT in 1912 from the Jewett Car Co. of Ohio and operated in Philadelphia-Allentown service for almost 30 years, after which its body was sold and converted into a cabin in the Pocono Mountains. Edward H. Blossom, then manager of the Magee Transportation Museum at Bloomsburg, Pa., found it there.

Ed formed the Liberty Bell Jewett Society and, with the aid of contributions, brought the car body to the Magee Museum. After the floods of 1972 destroyed the museum, it was taken to a temporary location at King of Prussia, Pa. Now it stands in a new carbuilding plant managed by Ed Blossom. When work on the car is completed, it will exhibit historical items connected with the Liberty Bell. Donations to the Society should go to P.O. Box 263, Dushore, Pa. 18614.

MIDWEST CENTRAL RAILROAD will see more museum trolley operation this summer than the single Labor Day week-end service in past years. The one-mile loop trolley line that circles the campground of the Midwest Old Setters & Threshers Association at Mt. Pleasant, Iowa, is scheduled to operate August 2nd and 3rd, then during the annual reunion from August 28th through

(Top) The day was sunny and mild for trolley fans in this 1974 scene when four different type cars were rolled out at Midwest Central R.R., Mt. Pleasant, Iowa. (Bottom) Little 3-foot gage Mogul No. 2 of MC, hauls cars of steam and trolley buffs, last Labor Day weekend.

Jim Lewis, Waterloo, Iowa

September 1st. An additional date of September 20th is expected to accommodate a meeting of the Iowa NRHS Chapter.

Four types of trolleys are run on the line at Mt. Pleasant. These include open car No. 2, originally from Rio de Janeiro and later the Magee Museum at Bloomsburg, Pa.; No. 9, a light suburban car from the Southern Iowa Ry. at Centerville; No. 380, a closed car originally from Knoxville, Tenn., and later used on the Waterloo, Cedar Falls & Northern at Waterloo, Iowa; and No. 320, a former Chicago, Aurora & Elgin interurban. This news comes from Jim Levis, 654 Boston Ave., Waterloo, Iowa 50703.

MORGANTOWN Personal Rapid Transit system, due to excessive costs, is in danger of being demolished even before it starts operation. Apparently it will be finished with total distance cut down to five stations, according to news from Edwin V. Kluth, Chestnut Hill Apts., Route 11, Morgantown, W. Va.

Its originally estimated cost of $12 million had been raised to $76 million when a halt was called to further construction. Since then, an agreement has been made between West Virginia University, whose campus will be served by the route, and the Federal Urban Mass Transit Administration, to complete the five-station line at an additional cost of $54 million (of your tax money). Completion of the project is set for two years from now, with possible operation of the little cars between three stations almost completed by this fall.

The PRT guideway may well become the most expensive rapid transit line ever built in the world, considering its short length.

IN Australia, the Ballarat (Victoria) Tourist Tramway opened its museum tramway line in February, culminating more than three years' effort to use a short piece of trackage of the former local system as an operating museum. Three former Ballarat trams, Nos. 26, 27, and 40, are now in use on week-ends and holidays. The Ballarat Tramway Preservation Society, Ltd., which operates the trams, has set fares at 20 cents for adults and 10 cents for kids. Apparently the inflation has not yet reached "down under."

In nearby Bendigo, Victoria, a similar tramway museum operation continues to be run by the Bendigo Trust, over a portion of the former State Electricity Commission tracks from Central Doborah Mine to North Bendito. The Bendigo Trust holds several trams, including three Birney cars, in the former barns of the S.E.C., pending determination of which museum groups in other parts of Australia should receive them.

DETAILS of the interurban race between the Lake Shore Electric and the Cleveland, Southwestern & Columbus systems on December 11, 1903, are sought by Frederick C. Cliffe, 97 Harvard Ave., Mansfield, Ohio 44906, for an article he is preparing. The event saw both lines in competition for the fastest run over their own separate tracks between Norwalk and Cleveland, Ohio. Mr. Cliffe is especially interested in learning the name of the lodge group that sponsored the race, names of the crews, and details of the cars used.

New Electric Publications

ELECTRIC MOTOR CARS 1888-1928, 80 pages, 8½x11, with soft cover. Published as issue number 25 of the Train Shed Cyclopedia series by Newton K. Gregg, P.O. Box 868, Novato, Calif. 94947, price $4.50. Contains reproductions of builders photos of a variety of types of trolleys and m.u. equipment over the 40-year span. Also several car plan drawings, views of car seats, trucks, and a couple of interesting car-wiring diagrams. This book is especially useful for car modeling.

ROCHESTER HORSE CARS AND TROLLEYS 1862-1956 is the title of a 32-page book of photos of old and newer trolleys in Rochester, N.Y. written by Wm. R. Gordon in 6x9" size and intended for use in schools. Each copy has two maps and 70 pictures. Price is $1.25 from Mr. Gordon, 232 Beresford Rd., Rochester, N.Y. 14610. The author is now preparing a two-volume history of the days of streetcars in Rochester, to be entitled 94 YEARS OF ROCHESTER RAILWAYS, with 1094 pictures on 600 pages.

NEWS for this department should go directly to the home of Steve Maguire, P.O. Box 51, Belmar, N.J. 07719. Do not send it to the Railroad Magazine office.

STREETCAR RIOT

by Stephen D. Maguire

Muskegon Traction & Lighting Co. fare-raise riot at intersection of Western Ave. and Pine St., Muskegon, Mich., August 5, 1919. Trolleys 41, 49, 63, and 83 are really scrambled.

Looking east on Western Ave. below Pine St. shows MT&L 27 on side jammed into 83 in center. Car 63 is on right. Note International Harvester truck, horse and wagon, and Model T car. Three photographs from collection of Lawrence M. Carlson, 1724 Randolph Ave., Muskegon, Mich. 49441

ONE of the most unusual events in streetcar history occurred in Muskegon, Michigan early in August, 1919, the Muskegon Traction & Lighting Co., that operated the local trolley system, announced a raise in fare from six to seven cents.

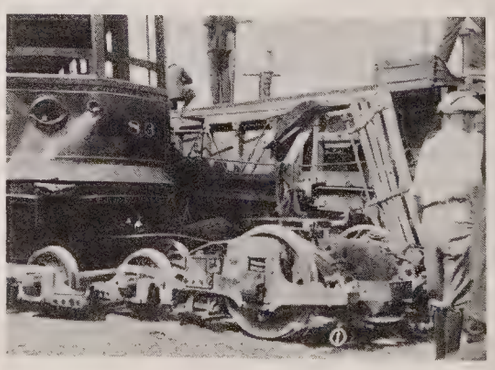
Normally, such an announcement would have been greeted by nothing worse than verbal protests. But on the cool, rainy evening of August 4th, when the fare had gone up one cent, a mob of about 1,000 people unexpectedly swooped down on the car barn at Franklin and Michigan streets, and, with the yards and streets packed with onlookers, systematically wrecked streetcars. They violently pushed a few over, drove some into each other, and burned at least one.

Of 30 cars in service and stored at the barn, 12 were destroyed others damaged, on that night between 10 p.m. and 3 a.m., when city officials finally restored order. But even then the downtown area was a shambles, with damaged and toppled trolleys blocking the street. At least one death was recorded. A 22-year old man jumped from a car, nearly severing a leg, and died three days later in a local hospital.

Nearly 20 persons were arrested after the incident and the supposed leader was charged under a new anti-Communist law. Only one of those originally arrested was acquitted. The others, charged with rioting, either pleaded guilty or were convicted by juries. The city officials also became targets of special investigators appointed by Michigan's attorney general. When the investigations ended, Governor Albert E. Sleeper found Muskegon Mayor John H. Moore and eight city aldermen guilty of official misconduct and negligence of duty in their efforts to quell the riot. And all over a penny fare increase!

The city saw its first streetcar line built in 1882 as the Muskegon Street Railway Co., with 8 horsecars, 30 horses, and a capital investment of $30,000. Electric service, instituted in 1889, was primarily a city operation but later there were short extensions to neighboring Bluffton, Lake Michigan, and Mona Lake.

Nearly ten years after the riots, Muskegon trolley service ended on October 19, 1929. A last-minute effort to allow the public to take over and operate the system was made in September, a month before, but defeated at the polls by a 5 to 1 vote. The facts came from an article by Tim Younkman in the Muskegon Chronicle. ●



Looking toward car 83 with trucks of the 27.

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

A bold "R" and description "The Rock" dominate the new blue, black, and white color scheme of the Rock's new locos. In case you don't know, "The Rock" is for Rock Island.

OVER the week end of May 10-11 I was a guest of Mark Loyd and the Winston-Salem Chapter of the NRHS. I'd been invited to present a slide show at the annual banquet. Mark planned a weekend of one-day trips out of Winston-Salem.

On Saturday, we got up early and headed west to Erwin, Tenn., and the Clinchfield Railroad. The first 50 miles were so foggy that we almost turned back, but as we neared the Western Carolina mountain country the haze burned off. We pulled into Erwin about 11 a.m. It's a beautiful little mountain town, nestled in a valley. The railroad is its main reason for existence, and the yards and large shop complex stretch the whole western limit of it. Mark had called the offices the week before and been given the name of a man to see for permission to enter the shops, but we couldn't find him. However, the day's shibboleth seemed to be "Just don't get hurt." A very friendly railroad.

Clinchfield's roster has been all-EMD since steam days and until the advent of the big GE U-36C's. For a time in the late 1960s the road was woefully power-short and had rental units just about everywhere. On May 10th, though, plenty of units were on hand. We counted 44, including those stored, wrecked, and operating.

A bonus was the famous 4-6-0 No. 1, which was under steam and being readied for a deadhead trip to Spartanburg, from which she would power a "Mother's Day special" on Sunday. Her consist was one coach and the two F-7B units which supply most of the power on these runs. The units had been painted deep Pullman green to match the baggage cars. Talking to her engineer, we found she was due out at noon and would probably be in Spruce Pine a little after 12:30. So we planned to meet her there.

The Clinchfield is a scenic and rugged carrier. It has its share of accidents, as evidenced by three locomotives behind the shops. Two of them, GP-7's, were not too badly mangled, just body problems; but SD-40 No. 3005 was just an underframe and cab, nothing else. Old F-7A No. 823 has been sitting dead in Erwin for a long time, judging from the saplings growing up from under her pilot. She's in badly faded old gray/yellow paint. On the big transfer table's holding tracks were three big U-36C's and one SD-45, and more of the same in the house.

Switching was being handled by an NW-2 and a SW-7; and while we were there a northbound freight pulled out behind two SD-40's and a GP-38. This train was mostly empty hoppers. The Clinchfield is really two railroads; a high-speed "bridge road" handling freight between the Seaboard Coast Line at Spartanburg and the Chesapeake & Ohio at Elkhorn City, Ky., and a coal road, originating coal in the Clinch coal fields of southeastern Kentucky, from whence comes the name "Clinchfield." The road was originally the Carolina, Clinchfield & Ohio, and still has cabooses lettered "CC&O," although the new style is a wide-vision supola lettered "Family Lines" and "CRR." All coal operations are north of Erwin, although loaded coal trains go south. Erwin gathers empties and sends them back to the mines.

A long, rectangular building serves as a minor-repair diesel shop and servicing area, where you find most diesels, across the yard from the huge old heavy-repairs building. Here were SD-40, F-3, F7, FP-7, SW-7, U-36C, GP-7, GP-9, and the one old NW-3 (No. 361) on the roster. The 362 is stored out of service about six months. FP-7 No. 200, the only such unit on the road, is a showpiece of maintenance and as such is used on all official trains. Meanwhile, she does work in the freight pool. We saw her on the ready track, gleaming in shiny black, with yellow lettering and number boards. Most Clinchfield units are black, but a few still retain the old gray and yellow.

We left with the idea in mind of being on the station platform at Spruce Pine for southbound No. 1, allowing for a sandwich or so on the way. As it turned out, what with mountain roads and a leisurely lunch, we were waiting for a red light in sight of the station when engineer Hatcher blew for a crossing north of town. We just had time to jump out of our automobile and grab a shot from above as the special rolled below us. Hatcher had said he'd make smoke if he saw me at Spruce Pine. He did see me, and the black cloud he put out probably obscured the train from my overhead position. He was on time: 12:35.

More mountain roads (and a crossing of the eastern Continental Divide) put us into Marion. N.C., hopefully ahead of No. 1. Mark knew where the Clinchfield station was (an "outlander" would never find it), and when we pulled up there we saw an elderly couple waiting on the platform. The gray-haired gentleman said that No. 1 had a three-way meet (one northbound and one southbound freight) at Altapass and would be along "shortly." Since he had an ear on the company radio, we took him for the agent.

We set up on the overpass which serves the Salisbury-Asheville line. Southern interchanges with the Clinchfield just east of the bridge at a point called "Clinch Cross." The eastern signal on the Southern was showing green, and presently a guy in a white shirt and tie came walking up from where we could see cars in a siding. It turns out that he was the Clinchfield agent and had just set out bills for pick-up by the Southern. Sure enough, in a couple of minutes came an unmistakable sound of a Southern air-horn, and SD-45 No. 3150 rolled into view with a freight. The bridge suddenly got very crowded.

Meanwhile, the Clinchfield radio had reported No. 1 under way again and due in about 5 minutes. We were getting close to departure time, as were still 2½ hours from home and a banquet to get to by six p.m. It was getting close to two. But once again No. 1 came rolling by on time, trailing a wisp of smoke but with a whistle that could just as well have been one of Clinchfield's oldtime mighty Mallets. We left as the Southern was just completing his pick-up chores, for we had run ahead of him through Hickory and Statesville. So we packed away our cameras and concentrated on getting home.

That evening was spent over steak and potatoes and railroad slides. One chapter member gave a hilarious account of his "trip to California," which consisted of the corniest old one-liners I have ever heard at one sitting. I finally got to sleep about 1:30 a.m. The next morning, which was Sunday, we made 7:30 Mass and were on the road again, our distination being Roanoke, Va., and a 6:55 meeting with Amtrak's westbound Mountaineer.

Chapter member Jeff Miller drove this time. Jeff is a short-line and industrial afficionado. One of his objects this trip was a visit to the Virginia Blue Ridge RR, a line he hadn't seen. Traveling north, we spotted a Southern freight at Reidsville, N.C. in the hole for a northbound piggyback which roared by just as we got set up. The local had work to do, so we moved on.

At Danville, Va., we hoped to see a Nor-

Union Pacific's new EC-1 self-propelled track inspection car can measure eleven dynamic parameters of track structure within FRA's specs while traveling at 40 to 50 mph.

Union Pacific

folk, Franklin & Danville unit. This line is operated with both NF&D and Norfolk & Western locos, and this day the only unit in town was N&W GP-9 No. 904, a real disappointment. While in Danville we saw a Southern NW-2 switching; and just as we left, the Reidsville freight was crossing the Dan River on its big bridge.

We ate a short lunch at Altavista, after checking with the N&W operator, who had said that an eastbound train just passed. Nothing else on the block.

Since the Virginia Blue Ridge RR is north of Lynchburg, we decided to drive through the city and look around there on the way back. I had expected to see the VBR closed on Sunday, which it was. The lone SW-1 (ex-Lackawanna) was shut up tight in the engine shed. We spotted five Southern covered hoppers in various locations in the Piney River area, as VBR carries some kind of fertilizer out to the mainline.

It looks as though this is loaded on the site of the old American Cyanimid plant, which for years was the only reason for the road. The plant shut down and is now only a deserted clump of buildings. In the mid-'60s, the VBR operated four 0-6-0's and had a modern ex-Southern bay-window caboose. I remember having seen the road in 1954, when it had one 0-6-0 and a 2-8-0 No. 6.

On our way back to Lunchburg, we stopped at Monroe, Va., the Southern division point that is mentioned in the folksong "Wreck of the Old 17." Things were dead, there, too. One GP-38-2 and an SW-7 were the only units in evidence. But in Lynchburg we visited the Mead paper plant and found four industrial units, or "critters," as they are popularly known. There were two Plymouth four-wheelers, one Torque-O-Motive, and a recently-acquired GE 44-tonner, painted blue. All these locos work adjacent to the C&O's James River Line. On the C&O itself we saw an empty coal drag, waiting to go west behind two SD-35's, and a GP-9 noisily switching the small yard. Further to the west, on the site of the old N&W station, was a C&O GP-9 with the Speno rail-grinding-train. No other action. We checked the N&W yard and found two more GP-9's.

It was getting time to head for Roanoke. So we sped out Route 460, catching sight of the N&W from time to time, and passing highway signs that told of famous old spots in the days of N&W steam action: Blue Ridge Summit, Boaz, Bonsack, Vinton! We arrived in Roanoke a little after 5, with but an hour and a half to catch the train.

Visiting the huge N&W Shops, we saw a slug being built out of the remains of an ex-Wabash Trainmaster. Also a Virginian H-16-44 on shop trucks, hoods of all descriptions stacked in piles, and C-425 No. 1015 in brand-new paint after shopping. Checking in at the Reynolds Street tower, we inquired as to the whereabouts of the Amtrak station and the punctuality of the train. We were told where the station was and advised that we'd better "Hurry up there." Nice way to get kicked out of a tower, but original. While leaving, we saw private car No. 100 being picked out of the group stored under the N&W station and taken up to the yards.

We checked in at the Amtrak station (a trailer set on blocks while a permanent depot is being built) and learned we had just over an hour to wait. Jeff then took us to his "favorite spot in Roanoke," a mighty bluff that overlooks the huge yard and the Shaffer's Crossing roundhouse. From here you can observe all that N&W runs in Roanoke, except for the coal trains which use the Virginian line. It would be a great spot for a picnic. With a telephoto lens you could shoot power to your heart's content.

Power there is, too. Locomotives everywhere, all N&W basic blue or black. The hump power is interesting; ex-Trainmaster slugs are used with Alco C-628's and C-630's. There must have been 25 or more RS-11's in storage on two tracks. You see odd units, too; an H-16-44 that had been sent in from Lambert's Point for shopping (her last trip, no doubt), an SW-7 sitting all by herself, but running; and a little ex-NKP SW-1 (2150), used as a shop switcher; and Alco RS-3 No. 306, one of the last RS-3's built but one of N&W's very first diesels (Jan. 1956)

There were simply too many locomotives to shoot in the little time we had. We decided to "grab a sandwich" and head back to Amtrak station, which turned out to be a wild ride against time. On the way we glimpsed the Virginian's old yard (with N&W units), N&W GP-9 No. 500 switching, two Y-6 2-8-8-2's in a scrap yard, and an N&W train on the crossing, separating us from the station!

Panic quickly turned to pursuit. The N&W power consisted of three locos backing into an eastbound freight. One was an ex-Nickel Plate RSD-12 (DL-702), which had strayed from its regular assignment of working the hump at Lambert's Point. As it cleared the crossing, I joined the small group of people waiting for the Mountaineer.

The N&W, quiet to this point, now started running trains. An eastbound was being made up as a westbound freight roared in, right on Amtrak's time. Amtrak, though, pulled in right alongside this train, at exactly 6:55. The Mountaineer that day (May 11th) consisted of SDP-40F, a coach, a diner, a dome car, 10/6 Pullman, and a dormitory-baggage car — a very nice-looking train. Some people got off in Roanoke, and possibly 15 people got on.

I had space in the Pullman, and soon after stowing my stuff in my roomette I joined a fellow Cincinnatian, Henry Nicholas, in the vestibule. Henry is a Penn Central rate man in Cincy and was riding on reduced rates. Our porter left the Dutch doors open on the Pullman, and as we left Roanoke I again saw all of the huge Shaffer's Crossing layout and yards.

Amtrak's Mountaineer is a new train and is operated well. There is slow running in the mountains with one unit, but the schedule is so padded that the time is easily kept. The equipment was clean, the crews friendly. The dome windows were dirty, but better than nothing. One had been shattered by a rock and was impossible to see through.

Riding up Christiansburg Hill in an open Dutch door is a fine experience. The country is beautiful. The railroad is superb. There are so many fine locations for photography, so many curves, it is a wonder that we saw only a few railfans at the stations. I can readily imagine what this must have been like in the steam days of the Y-6's and J's.

We met but a few eastbound trains, I think five between Roanoke and Welch. One train off the Abingdon branch had four GP-9's. Of course, most heavy coal trains in that area operate over the old Virginian, which has easier grades. The dome at night is a treat; watching the signals change, the Mars light bouncing off the rocks.

We ate a brief but tasty meal in the diner. This particular car has formica-top tables, with only place mats, not the elegance of white tablecloths, but the food and service make up for the lack of class. Eventually I went to bed at Welch, and didn't wake up until 7 a.m., when we were passing through Maysville, Ky., an hour and half late. The time had been lost at Ashland, Ky., as the Mountaineer was married to the Riley from Richmond and Washington, D.C. This has been a major problem with the schedule since the Mountaineer was inaugurated.

Anyway, our five-car train was now a 12-car, three-unit monster. We had two SDP-40F's and one E-8, which was all the power from both trains, plus all cars from both sections of the Riley and the five from the Mountain. The sleeper had no hot water, so I could not shave. Besides, I had left my shaving kit at Mark's house in Winston-Salem. Oh, well.

Breakfast again was good, but with a slight problem. We now had passengers from three trains trying to get served, and the dining-car crew was working only six tables. We finished breakfast about 5 miles from Cincinnati, in Stevens Yard. Arrival was

90 minutes late. Our train was so long that it made two stops to put all passengers on the Cincinnati platform. Amtrak should attack that problem in Ashland, besides moving more people and faster at breakfast time. Once again, a fine trip!

News from the Field

ACCORDING to a press release of May 8th, Amtrak has ordered 30 new diesels from EMD to be delivered in 1976. They will be 3000 hp, B-B wheel arrangement, with full-width cabs. This will be a new model, designated F40PH, "F" for full-width cab, "40" for the 3000 hp "40-series," such as GP-40 and SD-40, "P" for passenger-equipped, and "H" designating a 480-volt "head-end" power source for heating, air-conditioning, and auxiliary services.

They will be rated for 125 mph top speed, although initially geared for 110 mph, and used to haul non-powered Metroliner cars in the Northeast Corridor — another sign that the Metroliners in current use are having problems. Why dieselize an already-established electrification?

Amtrak also has 25 diesels and 26 electric locomotives on order from General Electric. The F40PH's are designed to haul 6 to 9 Metroliner cars, will go 750 miles on 1500 gallons of fuel, will be 56'2" long (an SDP-40F is 72'4"), are rated at 60,000 lbs. of tractive effort starting, and 36,000 lbs. continuous at 23 mph, and will have 2290 of their 3000 hp available for traction, the rest used for train accessories.

A new crossing warning system of Xenon electronic strobe light flashers, tied to the horn and bell, will be used (it was tried on B&O last year). Looks like Amtrak will be out to settle the "diesel vs. electric" battle between Washington and New York in 1976.

THE BROTHERHOOD of Locomotive Engineers is worried about the vulnerability of engine crews in the conventional "chopped-nose" cabs of today. The May 9th issue of "Locomotive Engineer" pictures an Illinois Central Gulf wreck near Bogalusa, La., in which the cab of GP-10 (Paducah rebuild) 8158 was shorn completely off when the locomotive hit a standing freight car at 30 mph. In this case and with others that come to mind, the front end of the locomotive was no barrier as the car climbed right up over the coupler and into the cab! The BofLE wants to know if stronger end sections can be built in to reduce this action.

Do you remember those "grooves" or "bumpers" built just above the pilots of the "F" and "E" units? These were called "anti-climbers," patterned after similar devices on old interurban electrics. The idea was that when two sets of anti-climbers came together, they would interlock and prevent one surface from sliding up the face of the other. The road switcher or "hood unit" configuration did away with these, replacing them with an angular pilot beam that would perform the same function. What is needed is a stronger (not just sheet metal) short hood to cushion impact before it reaches the cab. Of course, this is one reason why N&W and Southern have stuck to the high short hood for so long, and also why some roads operate their hoods long end first.

BOB JENNINGS, 608 Westfield St., West Springfield, Mass. 01089, asks if his eyes are bad or is the lettering on the Western Pacific U-Boat on page 36 of May "Railroad Magazine" upside down? Not upside down, Bob, but backward. It's the printer who needs to have his eyes checked.

I didn't write the caption under the photo of Long Island FA No. 605, May issue, page 35, concerning the smoke, which has prompted some "You ain't seen nothin' yet" replies. Smoke on diesel locomotives is, of course, the result of incomplete combustion of fuel oil. There are many causes, but the reason why some makes of diesel are known as "heavy smokers" is their particular turbocharger arrangement. On makes with exhause-activated turbochargers, there occurs what is known as "turbocharger lag," or that moment when the engineer notches up his unit and the turbocharger struggles to catch up with the prime mover.

This results in a very rich fuel mixture, producing unburned fuel and much smoke. Makes famous for this are Alco and Lima, and in lesser degree, Baldwin. Of all diesels I have watched in action, the worst smokers were Lima products. I saw a photo of a big Lima 2500-hp Center-cab working a coal train on the Pennsy with a column of oil smoke that looked as though a bomb had just hit an oil storage tank!

FM power also is considered smoky, but usually FM smoke consists of a heavy white cloud that results when the locomotive is revved up from an idling position. General Electric's U-Boats smoke a bit, with a chugging sound, and even some of EMD's units can put it out; but an EMD with a smoke problem usually means an overhaul needed.

By the way, the smoke coming out of Long Island 605 was remarkable, as that locomotive is really just a dummy, with her prime mover used only for train heating, lighting, etc. Photographer Mike Yuhas must have caught her just as she was started up.

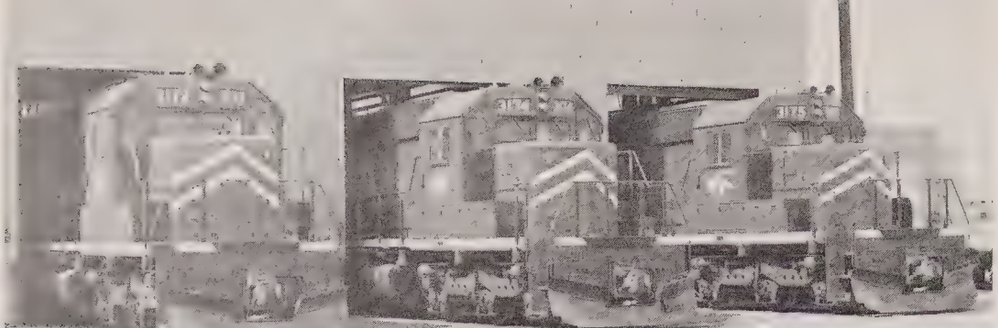
DELAWARE & HUDSON'S ex-ATSF PA-1 No. 19 now has an Alco 251 prime mover in it, rated at 2400 hp. The D&H is calling it a "PA-4," something that Alco itself never got around to. Morrison-Knudsen performed the upgrading on both its 17 and 19.

MOVING ALONG in our study of Winton-engined switchers, we come to the 900-hp models, the rather rare NC and NW versions. These were produced in the same period as the smaller SC and SW models, the difference being that the 900-hp engines used a 12-cylinder Winton 201-A, while the SC's and SW's, with 600-hp, used an 8.

Also, the 12-cylinder Winton 201-A was a V-12, while the 8 was an inline engine. Most N's were up to 25 tons heavier than the S-

Artrain, a traveling art exhibition on wheels, is making a tour of small communities in the Midwest this summer. The five converted passenger cars in the train contain famous art works gathered from Midwestern museums and galleries, display areas depicting the history and uses of art and an on-board studio area. Soo Line is moving the train at no charge to eight communities in Wisconsin, Minnesota, and North Dakota. Soo's operating brotherhoods are helping expedite movement of the train by permitting crews to operate beyond traditional crew change points. Artrain, which was originally conceived by the Michigan Council for the Arts, is open to the public at no charge during the visits. Anyone tell us what road the hack, coupled on to No. 700, originally came from? Many lines had similarly built vans.

Soo Line



Let us at 'em! Three EMD 3000-hp SD40-2's of 3164-3201 series at St. Louis, Mo., in '75.
Missouri Pacific Railroad

Missouri Pacific Railroad

series. Normal weights were 125 tons for an N, 100 tons for an S.

Both units ride on AAR Type A switcher trucks (B-B). The prime spotting difference between an N-series and an S-series is stack location. The inline 8-cylinder engine of the S-series has the twin stacks offset to the left, while the V-12 of the N-series has twin centered stacks. All S-series switchers have a sandbox on the "front porch." Most N's also have a box here, but it contains electrical equipment, as the sandboxes are set in the hoods. Some N's have no box here at all.

Otherwise, N and the S both contain the features common to the Winton-engined EMD switcher models; three small rectangular vents at the top of the hood at the front, half-high front radiator grill, high end-cab, and lifting vents on the roof. The N series, like the S, was built with both cast and welded-up underframes, and the different models appear as follows:

The NC featured a cast underframe, 900 hp from a 12-cylinder Winton, either GE or Westinghouse traction motors, and either a GE or Westinghouse generator. Five NC's were built between May 1937 and Jan. 1938.

Roster: Youngstown & Northern 201, 202; Great Northern 1st 5101; Philadelphia, Bethlehem & New England 208, 209. All but Y&N 202 have been rebuilt with 567 prime movers and are operating, Y&N 202 went to the Elgin, Joliet & Eastern as 208; then Marinette, Tomahawk & Western as 408; and now Sabine River & Northern 408, in service as built, the last NC on earth.

The NC-1 resulted in multiple-unit connections being applied to the NC model. It was a time when even a slight change such as this meant a new model at EMD. Obviously, a railroad could apply MU controls to any model and confuse the onlooker. Five NC-1's were produced in March 1937. All had the same specs as NC, but all were built with Westinghouse traction motors and generators.

Roster: Birmingham Southern 71-75, renumbered to 91-95. These are the only Winton switchers built with MU control. All 5 have been rebuilt with 567 engines and are still operating.

Model NC-2 went to Missouri Pacific as their 4100 and 4101. There is no external difference between NC-2 and NC, and EMD itself offers no explanation other than "internal wiring differences." Both NC-2's were built in July 1937. The 4100 was scrapped, while 4101 was sold to Braswell Sand & Gravel as 1001, reportedly still stored there. Model NW sold eight locomotives between September 1937 and December '38, with EMD's fabricated frame. Westinghouse equipment was used.

Roster: ATSF 2350-2352; Kansas City Terminal 60, 61; Northern Pacific 100, and Philadelphia, Bethlehem & New England 210, 211. Both Santa Fe units were traded

These new 3000-hp diesels are among the first of 80 locos the line is adding to its fleet this year. The road is acquiring 2,205 new freight cars as part of a 1975 capital improvements budget totaling $113 million, the largest in the railroad's 124-year history. The line's record equipment investment is further evidence of the railroad's confidence in long-term growth for the industry which set records in traffic volume in each of the last three years and increased its share of the transportation market. Rail freight traffic is expected to grow by 46% in the next decade and at least double by the mid-1990s.

to EMD and scrapped. KCT 60 also was scrapped. All the rest were rebuilt with 567's and are operating. NP 100 is now Burlington Northern 100.

The NW-1 was the all-time champ of 900-hp Winton sellers. Twenty-seven units were sold between November 1937 and January 1939. There was no external difference between this unit and the NW.

Roster: C&NW 901; CB&Q 9200-01; EJ&E 400, 401; Great Northern 5102; Lehigh Valley 120-130; M&STL D538 and D738, and Rock Island 700-707. Of the 27, only one has been scrapped. Thirteen were rebuilt with 567 engines, 10 traded in on new power, 2 rebuilt to non-powered slugs, and one, Marinette, Tomahawk & Western 90, nee M&StL D538, is still in service as built.

The NW-1A was the last gasp of the Winton-powered products from EMD. Three units were built as Soo 2100-2102. The NW-1A is distinguished as being the first unit to use the EMD traction motor. This was coupled with a GE generator. The three units were built in December 1938 on the eve of introduction of the 567 engine in January '39. In their final configuration, the N-series switchers had a slightly longer hood, no room on the porch for a box of any type, and sand fill gone from hood side. Soo scrapped one unit, 2101, and traded the other two in on new power in 1967.

Next month we will discuss the strange NW-4, and then we will go on with the 567 series.

BITS FROM CANADA: CP Rail probably will have no leased units running as you read this, as all PNC units were out of service in May with the three units due out in 30 days. PNC 100 is set aside for lease to Mannix Construction. CP 6600 (S-3) was sold on May 1st to Western Co-Operative Fertilizer of Calgary.

D&H has returned the two CP domes; these are sitting in Glen Shops, still lettered D&H. British Columbia Ry. has leased 7 Canadian National GP-38-2's, and CP Rail DS 4-4-1000 Baldwin switcher 7074 is back in service, with 7068 still stored. Rumors have it that Canadian National will retire some of its 1700's and place their trucks under the 3800-series RS-10's, using them on eastern lines.

L.R. Swallowell, 838 Lovett St., London, Ontario, a Canadian National passenger conductor working out of Windsor, expresses interest in the CP/CN passenger service plans we've been hearing. Nothing is settled yet.

LAST MINUTE news has it that Santa Fe operated FP-45 No. 5942 and F-45's Nos. 5708-5709 on a special, leaving Corwith Yard, Chicago, in early May for a "system tour." J. Lyko, who sent us this news saw Alaska Railroad F units (ex-D&RGW) in the scrap line at Pielet Bros. in La Grange, Illinois. He says new EMD GP-40-2's in the 3000-series are moving to Alaska to replace them.

Roster Before 1962 Renumbering, Compiled by Sy Reich

Pre-'62 Road Numbers	Post-'62 Road Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tract Effort	Weight	Date	No
201 208 (1st)	-	1500	BW	DR 4-4-1500	B-B	63,100	252,400	1948	1
201B-204B	—	1500	BW	DR 4-4-1500	B-B	61,965	247,860	1948	1
301-320 (1st)	—	1500	Alco-GE	FA-1	B-B	58,650	4,600	1948	3
301B-310B	—	1500	Alco-GE	FB-1	B-B	59,250	225,000	1948	3
321-330 (1st)	—	1600	Alco-GE	FA-2	B-B	60,130	240,520	1950	3
321B-325B	—	1600	Alco-GE	FB-2	B-B	60,015	240,060	1950	3
331-339 (1st); 340-344	—	1600	Alco-GE	FA-2	B-B	60,740	242,970	1951	3
331B-335B	—	1600	Alco-GE	FB-2	B-B	60,200	240,600	1951	3
345; 346 360 (1st)	—	1600	Alco-GE	FA-2	B-B	60,390	241,540	1951-52	3
345B-356B	—	1600	Alco-GE	FB-2	B-B	59,930	239,720	1951-52	3
361-372 (1st)	—	1600	Alco-GE	FA-2	B-B	63,400	253,260	1952	3
373 (1st)	—	1600	Alco-GE	FA-2	B-B	63,530	254,110	1953	3
384 380 (1st)		1600	Alco GE	FA-2	B-B	60 030	240,120	1953	3
370B-380B		1600	Alco-GE	FB-2	B-B	59,790	239,150	1953	3
381 386 (1st)		1600	Alco	FA-2	B-B	59,790	239,150	1953	3
387-392 (1st)	—	1600	Alco	FA-2	B-B	63,480	253,930	1954	3
381B-392B	—	1600	Alco	FB-3	B-B	59,680	238,720	1954	3
501-504; 505-508 (1st)	—	1350	GM-EMD	FTA	B-B	57,035	228,140	1943-4	3
501B-508B	—	1350	GM-EMD	FTB	B-B	55,665	222,660	1943-4	3
509-512 (1st)	—	1350	GM-EMD	FTA	B-B	57,035	228,140	1945	3
509B-912B	—	1350	GM-EMD	FTB	B-B	55,665	222,660	1945	3
513 524 (1st)	700 711 (1st)	1500	GM EMD	F3A	B-B	57,555	230 230	1947	
513B-518B	790B-795B	1500	GM-EMD	F3B	B-B	55,935	223,740	1947	
525 528 (1st)	712 714,(1st),—	1500	GM-EMD	F3A	B-B	57,555	230,230	1947	3
525B-526B	796B,—	1500	GM-EMD	F3B	B-B	55,935	223,740	1947	3
529-540 (1st)	715-726 (1st)	1500	GM-EMD	F3A	B-B	57,555	230,230	1947	
541-550 (1st); 551-552	727-738 (1st)	1500	GM-EMD	F3A	B-B	57,155	228,620	1948	
553 560	739 746 (1st)	1500	GM EMD	F3A	B B	56,560	226,250	1948	
553B-556B	797B-800B	1500	GM-EMD	F3B	B-B	54,930	219,720	1948	
561-566	765-770 (1st)	1500	GM-EMD	F3A	B-B	59,780	239,130	1948	
561B-566B	801B-806B	1500	GM-EMD	F3B	B-B	57,700	231,000	1948	
567-570	771-774 (1st)	1500	GM-EMD	F3A	B-B	59,780	239,130	1948	
567B-570B	807B-810B	1500	GM-EMD	F3B	B-B	61,200	244,800	1948	
571; 572-576	790-795 (1st)	1500	GM EMD	F3A	B-B	57,155	228,600	1948	
577 (1st); 578	796-797 (1st)	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	
579-594	798-799; 800 813 (1st)	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	
587B-594B	811B-818B	1500	GM-EMD	F7B	B-B	58,545	234,190	1949	
595-598	814-815 (2nd); 816-817	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	
595B	819B-820B	1500	GM-EMD	F7B	B B	58,545	234,190	1949	
599-606	818-825	1500	GM-EMD	F7A	B-B	61,500	246,000	1949	
607-610	826-829	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	
611-614	830-833	1500	GM-EMD	F7A	B-B	60,900	243,610	1949	
615 616 (1st)	834-835	1500	GM-EMD	F7A	B-B	57,255	229,020	1950	
617-618 (1st)	785-786 (1st)	1500	GM-EMD	F7A	B-B	61,500	246,000	1950	
619-622	836-839	1500	GM-EMD	F7A	B-B	57,810	231,150	1951	
619B-620B	821B 822B	1500	GM-EMD	F7A	B-B	57,115	228,470	195:.	
623-626 (1st)	840-843	1500	GM-EMD	F7A	B-B	57,810	231,250	1951	
800-801 (1st)	3500-3501	350	GE	44-ton	B-B	21,955	87,830	1941	
802 (1st)	3504	350	Porter	44-ton	B-B	21,955	87,830	1941	
803 (1st)	-	350	Dav Bes	DE-44	B-B	21,750	87,000	1941	4
804 (1st)	3505	350	Whitcomb	44DE6	B-B	21,955	87,830	1940	
805-807 (1st)	—	350	Whitcomb	44DE22	B-B	21,955	87,830	1941	5
808-809 (1st)	—	350	Dav-Bes	DE-44	B-B	21,750	87,000	1941	6
801 (1st)	—	350	Dav-Bes	DE-44	B-B	?	?	1942	7
811-815 (1st)	—	350	Dav-Bes	DE-44	B-B	?	?	1942	7
811-815 (1st)	3502,—,—, 3503,—	350	GE	44-ton	B-B	21,955	87,830	1942	8
3000 (1st)	2400	175	Plymouth	ML6 type 2	B	15,000	60,000	1931	
3001 (1st)	—	165	Plymouth	WLD type 2	C	15,000	60,000	1932	50
3004 (1st)	2401	240	Plymouth	JDT-25	B	15,000	50,000	1961	
4100-4101	—	900	GM-EMC	NC2	B-B	63,850	255,000	1937	9,1
4102-4103	—	900	GM-EMC	NW4	B-B	48,925	195,700	1939	19
4104-4111		1500	GM-EMD	BL2	B-B	55,300	221,210	1948	3
4112-4115	—	1500	BW	DRS 4-4-1500	B-B	60,550	242,200	1949	3
4116-4120	131-135	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	
4121-4123	136-138	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	

Missouri Pacific Railroad

Nos. 2125 and 2127 EMD 2000-hp GP-38-2 growling along over single iron in early 1975.

Oddball combination of GP No. 229 and "B" unit lead some 60 cars across the Platte River and into cement town of Louisville, Neb. MP line runs from Omaha to Weeping Water, Neb. Line does big business with Ash Grove cement plant at Louisville. Rock Island tracks on far bank.

Photograph by Jim C. Seacrest

4124-4141	139-156	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	
4142-4149	295-300; 301-302 (2nd)	1500	GM-EMD	GP7	B-B	63,290	253,160	1950	
4140-4152	303-305 (2nd)	1500	GM-EMD	GP7	B-B	62,745	250,980	1951	
4153-4158	157-162	1500	GM-EMD	GP7	B-B	62,745	250,980	1951	10
4159-4163	163-164; 306-308 (2nd)	1500	GM-EMD	GP7	B-B	62,745	250,980	1951	
4164-4165	165-166	1500	GM-EMD	GP7	B-B	61,180	244,725	1951	
4166-4194	167-195	1500	GM-EMD	GP7	B-B	61,180	244,725	1951	
4195-4196	—	1600	BLHW	AS-16	B-B	64,875	259,500	1951	3
4197-4202	196-200; 201 (2nd)	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	
4203-4207	202-206 (2nd)	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	
4208-4240	—,207-208 (2nd); 209-233;—; 234-237	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	3
4241-4248	309-312 (2nd) 238; 313-315(2nd)	1500	GM-EMD	GP7	B-B	62,630	250,535	1952	
4249-4251	239; 316-317(2nd)	1500	GM-EMD	GP7	B-B	62,630	250,535	1952	
4252-4253	318-319 (2nd)	1500	GM-EMD	GP7	B-B	63,700	254,800	1953	
4254-4255	320-321 (2nd)	1500	GM-EMD	GP7	B-B	63,700	254,800	1953	
4256-4260	322-326 (2nd)	1500	GM-EMD	GP7	B-B	63,855	255,420	1953	
4261-4283	240-256; 257 (1st); 285-262	1500	GM-EMD	GP7	B-B	60,690	242,760	1953	10
4284-4286	263-265	1500	GM-EMD	GP7	B-B	60,600	242,400	1953	
4287-4289	266-268	1500	GM-EMD	GP7	B-B	60,600	242,400	1953	
4290-4291	269-270	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	
4292-4297	271-276	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	
4298	277	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	
4299-4315	278-294	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	
4316-4320	327-331 (2nd)	1500	GM-EMD	GP7	B-B	63,575	254,300	1954	
4321-4322	332-333 (2nd)	1500	GM-EMD	GP7	B-B	63,575	254,300	1954	
4324-4324	334-335 (2nd)	1500	GM-EMD	GP7	B-B	63,575	254,300	1954	
4325	336 (2nd)	1500	GM-EMD	GP7	B-B	63,575	254,300	1954	
4326-4331	941-946	1600	BLHW	AS-16	B-B	64,500	258,000	1954	
4332-4371	346-385 (2nd)	1750	GM-EMD	GP9	B-B	60,750	243,000	1955	
4501-4526	974-999	1600	Alco	RS-3	B-B	62,375	249,500	1955	
4601-4612	488-499 (1st)	1800	Alco Pr.	RS-11	B-B	61,650	246,600	1949	12
4801-4826	505-530 (2nd)	1800	GM-EMD	GP18	B-B	61,625	246,500	1960	
4827-4829	531-533 (2nd)	1800	GM-EMD	GP18	B-B	64,190	256,750	1962	
7000	—	2000	GM-EMC	E3A	A1A-A1A	54,100	321,000	1939	19
7001	—	2000	GM-EMC	E3A	A1A-A1A	54,100	321,000	1939	19
7002-7003	11-12	2000	GM-EMD	E6A	A1A-A1A	54,850	325,800	1941	
7002B-7003B	11B-12B	2000	GM-EMD	E6B	A1A-A1A	52,925	314,300	1941	
7004	13	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1945	
7004B	13B	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1945	
7005-7006	14; 15 (1st)	2000	GM-EMD	A1A-A1A		55,500	329,560	1947	
7007	16 (1st)	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	
7008-7009	17-18 (1st)	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	
7010-7011	19-20 (1st)	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	
7010B-7011B	14B-15B	2000	GM-EMD	E7B	A1A-A1A	54,2	320,820	1947	
7012	21 (1st)	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	
7012B	16B	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1947	
7013	22 (1st)	2000	GM-EMD	A1A-A1A		55,500	329,560	1947	
7014-7017	23-26 (1st)	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1948	
7014-7017B	17B-20B	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1948	
7018-7021	38-41	2250	GM-EMD	E8A	A1A-A1A	55,950	332,220	1950	
7100	—	1000	GM-EMD	AA	A1A-3	24,425	247,340	1940	19
8001-8008	44-51	2000	Alco-GE	PA-2	A1A-A1A	52,620	315,730	1949	
8009-8012	52-55	2250	Alco-GE	PA-3	A1A-A1A	52,600	315,570	1950	
8013-8018	56-61	2250	Alco-GE	PA-3	A1A-A1A	52,800	316,800	1951	
8019-8036	62-67; 68-79 (1st)	2250	Alco-GE	PA-3	A1A-A1A	53,180	319,050		
9000-9003	1023, —, —, 6009	600	GM-EMC	SW	B-B	50,930	203,720	1937	15
9004-9005	6010-6011	600	GM-EMC	SW1	B-B	50,410	201,635	1939	
9006	6012	600	GM-EMD	SW1	B-B	49,655	198,630	1940	
9007-9008	6600-6601	660	Alco-GE	S1	B-B	49,075	196,300	1940	
9009-9010	6612, —	660	Baldwin	VO 660	B-B	50,800	203,200	1940	16
9011	6013	600	GM-EMD	SW1	B-B	49,655	198,630	1941	
9012	6613	660	Baldwin	VO 660	B-B	49,165	196,660	1941	
9016-9019	6014, —,	600	GM-EMC	SW1	B-B	50,410	201,635	1939-40	17
9020-9021	6017, —	600	GM-EMD	SW1	B-B	49,565	198,260	1941	51
9022	—	660	Baldwin	VO 660	B-B	49,165	196,660	1941	18
9102	1035	1000	Alco	HH 1000	B-B	57,600	230,400	1939	
9103	1062	1000	Baldwin	VO 1000	B-B	60,500	242,315	1939	
9104	1021	1000	GM-EMC	NW2	B-B	62,655	250,620	1939	
9105	—	1000	GM-EMD	NW2	B-B	62,655	250,620	1940	19
9106	1022	1000	GM-EMD	NW2	B-B	61,400	245,600	1941	
9107	1036	1000	Alco-GE	S2	B-B	57,600	230,400	1941	
9108-9112	1037-1041	1000	Alco-GE	S2	B-B	57,600	230,400	1943	
9113-9114	1042-1043	1000	Alco-GE	S2	B-B	57,600	230,400	1944	
9115-9116	1044-1045	1000	Alco-GE	S2	B-B	57,600	230,400	1945	
9117	1063	1000	Baldwin	VO 1000	B-B	60,500	242,015	1945	
9118	1064	1000	Baldwin	VO 1000	B-B	60,500	242,015	1945	
9119	1065	1000	Baldwin	VO 1000	B-B	60,500	242,015	1945	
9120-9122	1066-1067 1068 (1st)	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1948	
9123	1069	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1949	
9124-9127	1070-1073	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1949	

BILL MacDONALD, 48 Dillingham St., Bangor, Maine 04401, has an update on Bangor & Aroostokk's BL-2's. As of April 27th two of them were operating, the rest shut down. Nos. 51-55 are stored with stacks capped at Northern Maine Junction. There are two reasons; one being lack of business, primarily the Great Northern Paper Company's revenue, which is way down, and the return of leased units from CP Rail. Bill has heard rumors of Maine Central buying 10 new units from General Electric, as yet unconfirmed.

Here in Cincinnati, we are viewing quite a few new B&O GP-40-2's (4185-4246) and I have seen two of the C&O's new U-30B's (8225, 8227). Rumours that the Western Maryland units would be mixed with B&O's more frequently evidently have jelled, as we saw GP-35 No. 3580 out here recently, and an SD-35 in April. There are still F-7's running on B&O. Late reports have from 6 to 10 seen in Garrett, Ind., these days.

SEND diesel news to Jim Edmonston at 821 Clearfield Lane, Cincinnati, Ohio 45240.

Notes on MP Roster

Sources of information: MP, Standard Gravel, Bethlehem Steel, Structural Metals, SL-SF, Texas Crushed Stone, U.S. Pipe and Foundry, RS&S, Precision National, Ethyl Corp., D&R Birmingham Rail & Locomotive, George R. Silcott, Witte Gravel, B&N, Agrico Chemical, UM&P, L&N, Olinkraft, E.I. du Pont de Nemours & Co., Pullman-Standard, WP, U.S. Steel, Big Rock Stone & Material, Chandeysson Electric, Dominion Bridge, Waldo Bugbee.

Units on present roster are listed under MP System Roster After 1974 Renumbering.

(1) 201-208 (1st) were cab units; 201B-204B were booster units. These were baby-faced Baldwins (pre-sharknose) design. Scrapped (9-30-59).

(2) 960-973; 974-988 (2nd) renumbered 1-14; 15-24 (2nd). 25-28 (2nd); 29 were to be numbered 984-988 (2nd).

(3) The following units were sold to GM-EMD in trade for new power: 301-392(1st); 301B-310B, 321B-325B, 331B-335B, 345B-356B, 370B-392B, 501-504; 505-512 ?lst); 501B-502B, 4208, 4238, 528 (1st), 526B, 4104-4115, 4195-4196, 7 (1st), (1969); 22 (1st), 26 (1st)(1969); 30, 33, 35, 36 (1970); 37 (1971); 38)43 (1972); 44-48, 54, 56, 58, 61; 80-82 (1974); 113 (1974); 117 (1973); 128, 130 (1974); 137, 166 (1974); 225, 274 (1973), 332 (2nd), 355 (2nd) (1967); 423, 425, 459, 507 (2nd), 523 (2nd), 540 (2nd),552, 615 (2nd) (1973); 700-733 (1st), 735-746 (1st); 765-766 (1st), 769)770 (1st), 774 (1st); 785-786 (1st), 790 (1st) (1971); 791 (1st), 792 (1st) (1968); 793-794 (1st) (1969); 795 (1st) (1968); 796)797 (1st) (1969); 798 (1st) (1968); 799 (1st) (1969); 24 (1st); 279 (1974).

800 (2nd) (1970); 801 (2nd), 803 (2nd) (197l); 805-806 (2nd) (1969); 807 (2nd) (1972); 1808 (1973); 809 (2nd); 810 (2nd) (1969); 811 (2nd) (1971); 812 (2nd); 813 (2nd) (1971); 815 (2nd), 816 (1972); 1819 (1973; 820-821 (197l); 1822 (1973); 823 (1971); 824 (1966); 825 (1972); 827 (1971); 828 (1970);829 (1972); 1830 (1973); 831-832 (1971); 834 (1972) 835; 856 (1971); 1837-1838 (1973); 1839, 840 (1972); 841 (1971); 1842 (1973); 843 (1970); 790B (1969); 791B (1968); 792B (1969); 793B-794B (1968); 795B (1969(; 796B (1968); 797B-798B; 799B-800B (1969);

801B (1971); 802B (1970); 803B (1969); 804B (1970); 805B)807b (1971); 809B (1970); 810B (1971); 811B (1969); 812B; 813B-814B (1971); 816B; 817B (1972); 818B (1971); 819B-820B (1970); 821B-822B (1972); 844 (1971); 845 (1966); 846B (197l); 847B (1972); 1848 (1973); 849, 850B (1972); 1850 (1973); 1851 (1971); 1852 (1972); 1853 (1973); 1854-1855 (1974); 1857-1858 (1973); 1859-1860 (1974); 850B-851B (1971); 852B; 853B (1971); 854B; 855B (1971); 856B; 857B (1971); 858B (1972);

859B-860B; 861B (1972); 1862 (1st) (1973); 863 (1st) (1971); 1864-1865 (1974); 1866 (1973); 867 (1st); 868 (1st) (1966);
1869 (1974); 865B (1973); 871-873; 874 (1970); 1875 (1973); 876; 877 (1971); 878; 1879-1880 (1974); 881; 1882-1884 (1973); 1885 (1972); 886; 866B-868B; 869B (1973); 870B; 871B-873B (1972); 875B (1972); 876B; 877B-878B (1972); 879B (1973); 880B; 881B (1973); 882B-883B (1972); 884B, 1887-1888 (1973); 889; 1890 (1974); 1891 (1973); 1892 (1972); 893-895; 1896 (1972); 1898 (1973); 1900 (1973); 1901 (1974); 1902 (1973); 903-904; 1905-1906 (1973); 1907 (1974); 908 (1972); 1909 (1973); 1910 (1971); 1911 (1973); 912; 1913 (1973);
914; 1915-1917 (1973); 1919 (1973); 920; 1921 (1974); 1922 (1973); 1923 (1974); 1924 (1972); 925 (1971); 926; 928-929; 1930 (1974); 1931 (1973); 1932, 1941 (1974); C&EI 942 (1971); 933B (1973); 934B-936B (1972); 1020 (1973); 1021-1022; 1030-1032 (1973); 1062-1063 (1st); 1064-1067; 1068 (1st); 1069-1073; 1074-1078 (1st); 1079; 1080 (1st); 1081; 1082-1090 (1st); 1091-1093; 1094 (1st); 1095; 1096-1097 (1st); 1098-1099; 1260-1279 (1st); 1280-1299; 6008; 6010-6018; 6610-6613.

(4) 803 (1st) sold to Whisler Equipment Co. (9-20-57), then to Staley Brothers.

(5) 805, 807 (1st) sold to Pan American Engineering Engineering (4-21-58). PAE 805 sold to Peabody Coal, renumbered 805. 806 (1st) sold the Whisler Equipment (9-20-57), then to Dominion Bridge, renumbered N-15 (3/58).

(6) 808-809 (1st) sold to Whisler Equipment (9-10-57)

(7) 810 (1st) sold to Okmulgee Northern Ry., renumbered 8 (12-11-56); then scrapped.

(8) 812 sold to Pan American Engineering, then to the Canton and Carthage, renumbered 812; then to Whisler Equipment, then to John J. Craig (2-60), renumbered 100. 813 (1st) was sold to Waldo E. Bugbee (9-24-58), then to Structural Metals, renumbered 1; then scrapped (c. 1972). 815 (1st) sold to Pan American Engineering (4-21-58), then to Chicago Gravel, renumbered 510.

(9) 4101 (1st) sold to Whisler Equipment (1-28-60), then to Braswell Sand & Gravel, then scrapped (1967).

(10) 4153 renumb. 157 (1st), then 257 (2nd), 4278 renumbered 257 (1st), then 157 (2nd)

(11) 4326-4331 renumbered 941-946 (1st), then 935-940 (1st).

(12) 4601-4612 renumbered 488-499 (1st); then 944-946 (2nd), 947-954 (1st); then 68-79 (2nd). These units were rebuilt with GM-EMD engines at 1650 hp.

(13) 530 was rebuilt with a chop nose and a 645 engine; is rated at 1900 hp. with a tractive effort of 62,000 lbs. and weight of 248,000 lbs. 505, 522-524, 528-530 have 2000-gal. fuel tanks and therefore have tractive efforts of 62,000 lbs. and weights of 248,000 lbs.

(14) 531-535 have been equipped with 645 engines rated at 2000 hp.

(15) 9001 was sold to the Dardanelle & Russelville, renumbered 14, and is now being stripped for parts. 9002 was transferred to the St. Joseph Belt, renumbered 2, then 11, then 6007; then sold to Precision Engineering and scrapped (1965).

(16) 9010 sold to the Witte Gravel Co., renumbered 9010 (6/1/59); then sold to Oilfield Scrap & Equipment and scrapped (1970). (17) 9017 was sold to Clyde T. Gary (2/13/59), then to Phillips Petroleum.

(18) 9022 was sold to Texas Crushed Stone, renumbered 1000 (3/6/59).

(19) The following units were scrapped: 6006 (9/27/63); 6602 (9/20/66); 2400 (10/29/64); 4100 (5/5/61); 4102 (2/24/61); 4103 (3/8/61); 7000 (5/2/62); 7001 (5/7/62); 7100 (2/1/62); 9105 (1/24/60): 9149 (1/9/62); 1-4 (1st) (1968); 5 (1st); 6 (1st), 8-9 (1st) (1968): 10-18 (1st); 19 (1st)(1968); 23 (1st); 25 (1st); 11B-20B; 463; 467; 614; 734 (1st); 802 (2nd); 927; 808B; 815B; 863B 874B; 938 (1st) (1965); 1036-1046; 1049-1050; 1052; 1055-1056; 3501; 3504; 3505; 6009; 6600; 6601 (as 9008).

(20) The following units, not mentioned elsewhere in these notes, were disposed of after renumbering: 92-93, C&EI 1824

(21) 42 was originally Boston & Maine 3821, then MP 42.

(22) 43 was originally an E7A built in 1946, rebuilt to an E9A.

(23) C&EI 206, 226 were rebuilt. C&EI 68, 70-76, 78 were sold to the Louisville & Nashville, renumbered 388-395 (2nd), 396. C&EI 69 renumbered 83 (2nd); C&EI 77 renumbered 84 (2nd); C&EI 79 renumbered 85 (2nd).

(24) C&EI 221 was rebuilt to a GP9M. C&EI 83-85 (1st) sold to L&N, renumbered 397-399.

(25) 92-94, owned by the CHTT, are stenciled C&EI.

(26) MV 152-153 were rebuilt to GP9M. The MV was merged into the T&P; units restenciled T&P.

(27) Units upgraded to 1600 hp.

(28) Units upgraded to 1800 hp.

(29) 504 was repowered with a 645 engine.

(30) 505, 522-524, 528-530 (2nd) have 2000-gal. fuel tanks and therefore have a weight of 248,000 lbs. and a tractive effort of 62,000 lbs. 530 (2nd) has been repowered with a 645 engine to 1900 hp

(31) 531)535 (2nd) were repowered with 645 engines to 2000 hp.

(32) KO&G 700-701 were rebuilt from KO&G 753-754, F7A's.

(33) C&EI239-241 were rebuilt from BL2's C&EI 200-201 and BL1 C&EI 202. C&EI 202. C&EI 590-592 sold to L&N, renumbered 1058-1060.

(35) CHTT GP7 229 sold to GM-EMD in trade for 242. Both units are (or were) stenciled

(35) CHTT GP 229 sold to GM-EMD in trade for 242. Both units are (or were). stenciled C&EI

(36) C&EI 229-1205, 1300-1301, 1400-1404, 1406, 1408-1409. 1500 were sold to GM-EMD in trade for C&EI 243-264.

(37) 1002, 1009 were sold to Hyman-Michaels (1971), then to Birmingham Rail & Locomotive (1971), then to the Upper Merion & Plymouth, renumbered 1002, 1009 (1971). 1003 sold to Birmingham Rail & Locomotive (1970), then to Pullman-Standard, renumbered 58410 (1970). 1004 sold to Precision National (1974), then to George R. Silcott, then to the Patapsco & Black Rivers, renumbered 118. 1005 sold to Birmingham Rail & Locomotive (1970), then to P&BR, renumbered 119; then to T&P, renumbered 1006 (2nd) (1972); then to E.I. du Pont de Nemours, renumbered 109 (1973). 1006 (1st) sold to Birmingham Rail & Locomotive (1970). 1007-1008 sold to U.S. Steel (1971). 1010-1011, 1016 sold to Precision National (1974). 1012 sold to U.S. Steel (1972). 1013 sold to McGeorge Construction (1974). 1014-1015 sold to U.S. Steel (1974) and scrapped. 1017 sold to the Arkansas & Louisiana Missouri, renumbered 1017 (1974); then sold to Olinkraft Corp., renumbered 1017 (1974). 1018-1019 sold to U.S. Steel, renumbered LM6, LM5 (1974).

(38) 848-849 were originally Denver & Rio Grade Western 5684, 5694; then Precision Engineering 5684, 5694; then TP-MP 848-849.

(39) 848B-849B were originally D&RGW 5683, 5693; then Precision Engineering 5683, 5693; then MP 848B-849B.

(40) 956, 959-973 were rebuilt with GM-EMD engines, renumbered 1061, 1071, 1064-1065, 1093, 1067, 1095, 1069-1070, 1091, 1072-1073, 1079, 1081, 1066, 1092. 957 was sold to Precision Engineering, then to Peabody Coal Co. and given no number. 958 was originally T&P 1100, then TP-MP 23, then TP-MP 958, then Precision Engineering 958, then Alton & Southern 33 (2nd), then A&S 1053. No longer on A&S roster.

(41) 975 (1st), 977 (1st) sold to the Bauxite & Northern, renumbered 12-13; then sold to Union Equity Cooperative Exchange, renumbered 1-2 (1974). 978 (1st), 980 (1st) were sold to the Rockdale, Sandow & Southern, renumbered 10-11, then sold to Precision National and scrapped (1974). 979 (1st) was sold to the Point Comford & Northern, renumbered 8; then sold to RS&S, renumbered 12; then sold to Precision National and scrapped (1974).

9128-9132	1046-1050	1000	Alco-GE	S2	B-B	57,600	230,400	1949	
9133-9141	1074-1078 (1st); 1079; 1080 (1st); 1081; 1082 (1st)	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1950	
9142-9146	1210-1214	1200	GM-EMD	SW7	B-B	61,650	246,610	1950	
9148-9149	1083 (1st), —	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1950	19
9150-9152	1084-1086	1000	Baldwin	VO 1000	B-B	60,300	241,200	1944	
1087-1089	000	Baldwin	VO 1000	B-B	60,300	241,200	1944		
9156-9158	1051-1053	1000	Alco-GE	S2	B-B	57,600	230,400	1945	
9159	1054	1000	Alco-GE	S2	B-B	57,600	230,400	1946	
9160-9161	090-109 1000	Baldwin	VO 1000	B-B	60,300	241,200	1946		
9162-9167	1092-1093; 1094 (1st); 1095; 1096-1097 (1st)	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1949	
9168-9169	1055-1056	1000	Alco-GE	S2	B-B	57,600	230,400	1949	
9170-9186	1232-1248	1200	GM-EMD	SW9	B-B	61,650	246,610	1951	
9187-9191	1249-1252; 1253 (1st)	1200	GM-EMD	SW9	B-B	61,650	246,610	1951	
9200-9219	1260-1279 (1st)	1200	BLHW	S-12	B-B	58,900	235,600	1951	
9220-9226	1280-1286	1200	BLHW	S-12	B-B	59,505	238,020	1952	
9227-9229	1287-1289	1200	BLHW	S-12	B-B	59,505	238,020	1952	
9230-9232	1290-1292	1200	BLHW	S-12	B-B	59,505	238,020	1952	
9233-9239	1293-1299	1200	BLHW	S-12	B-B	60,510	242,050	1953	

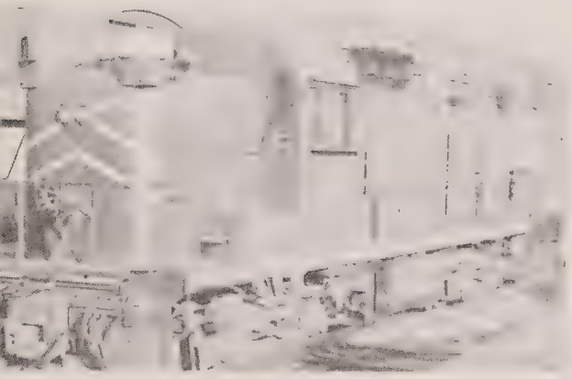
MP System Roster After 1962 Renumbering

Owner	Post-'62 Road Nos.	Pre-'62 Road Nos.	Post-'74 Road Nos.	HP	Builder	Bldr.'s Model	Whl Arngt	Tractive Effort	Weight	Date	Notes
T&P	1-2	2000-2001	— — —	2000	GM-EMD	E7A	A1A-A1A	54,345	322,670	1947	19
T&P	3-8	2002-2007	— — —	2000	GM-EMD	E7A	A1A-A1A	54,345	322,670	1947	3,19
T&P	9-10	2008-2009	— — —	2000	GM-EMD	E7A	A1A-A1A	54,345	322,670	1949	19
MP	11-12	7002-7003	— — —	2000	GM-EMD	E6A	A1A-A1A	54,850	325,800	1941	19
MP	11B-12B	7002B-7003B	— — —	2000	GM-EMD	E6B	A1A-A1A	52,925	314,300	1941	19
MP	13	7004	— — —	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1945	19
MP	13B	7004B	— — —	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1945	19
MP	14;15(1st)	7005-7006	— — —	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	19
MP	14B-15B	7010B-7011B	— — —	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1947	19
MP	16(1st)	7007	— — —	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	19
MP	16B	7012B	— — —	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1947	19
MP	17-18(1st)	7008-7009	— — —	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	19
MP	17B-21B	7014B-7017B	— — —	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1948	19
MP	19-20(1st)	7010-7011	— — —	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	19,52
MP	21(1st)	7012	— — —	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	52
MP	22(1st)	7013	— — —	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	3
MP	23-26(1st)	7014-7017	— — —	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1948	3,19
C&EI	27-28(1st)	1100-1101	— — —	2000	GM-EMD	E7A	A1A-A1A	51,830	308,440	1946	61
T&P	30-37	2010-2017		2250	GM-EMD	E8A	A1A-A1A	56,465	335,270	1951	3,55
MP	38-41	7018-7021	— — —	2250	GM-EMD	E8A	A1A-A1A	55,950	332,220	1950	3
MP	42	— — —	— — —	2250	GM-EMD	E8A	A1A-A1A	55,950	332,220	1950	3,21
C&EI	43	1103	— — —	2400	GM-EMD	E9A	A1A-A1A	53,520	328,580	1958	3,22
MP	44-51	8001-8008	— — —	2000	Alco-GE	PA-2	A1A-A1A	52,620	315,730	1949	3,52
MP	52-55	8009-8012	— — —	2250	Alco-GE	PA-3	A1A-A1A	52,600	315,570	1950	3,52
MP	56-61	8013-8018	— — —	2250	Alco-GE	PA-3	A1A-A1A	52,800	316,800	1951	3,52
MP	62-67; 68-79(1st)	8019-8036	— — —	2250	Alco-GE	PA-3	A1A-A1A	53,180	319,050	1952	52,53 55
MP	68-79(2nd)	— — —	68, —, 70-73, —, 76-78, —, (2nd)	1800	Alco Pr.	RS-11	B-B	61,890	247,560	1959	12,55
MP	1-6	— — —	3300-3305	3000	GE	U30C	C-C	97,000	388,000	1968	2
MP	7-10	— — —	3306-3309	3000	GE	U30C	C-C	97,900	391,600	1969	2
T&P	11-14	— — —	3310-3313	3000	GE	U30C	C-C	?	?	1070	2
MP	15-19(2nd)	— — —	3314-3318	3000	GE	U30C	C-C	97,950	391,800	1971	2
MP	20-24(2nd)	— — —	3319-3323	3000	GE	U30C	C-C	97,445	389,780	1972	2
MP	25-28(2nd), 29	— — —	3324-3328	3000	GE	U30C	C-C	97,710	390,850	1973	2
C&EI	68-81	203-216	—, —, —, 71-72, —, —, —, 76-77, —, —, —, 81	1500	GM-EMD	GP7	B-B	64,010	256,040	1950	3,23
C&EI	82; 83-85 (1st); 86-87	217-222	—, —, —, —, 86-87	1500	GM-EMD	GP7	B-B	64,010	256,040	1950	3,24
C&EI	83-85(2nd)	— — —	83-85(2nd)	1500	GM-EMD	GP7	B-B	64,010	256,040	1950	23
C&EI	88-91	223-226	88-91	1500	GM-EMD	GP7	B-B	62,634	250,535	1951	23
CHTT	92-93	227-228	— — —	1500	GM-EMD	GP7	B-B	62,698	250,630	1950-1	20
CHTT	94	230	1634	1500	GM-EMD	GP7	B-B	62,698	250,535	1951	25
C&EI	95-96	231-232	1635-1636	1500	GM-EMD	GP7	B-B	62,634	250,535	1951	
KO&G	97-100	801-804	1637-1640	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	27,62
KO&G	101-102	805-806	1688-1689	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	27,62
KO&G	103-105	807-809	1690-1692	1500	GM-EMD	GP7	B-B	62,260	245,030	1952-3	27,62
MV	106-109	151, 154, 152-153	1963-1969	1500	GM-EMD	GP7	B-B	61,490	245,950	1953	26
T&P	110-116	1110-1116	110-116	1500	GM-EMD	GP7	B-B	62,270	249,080	1950	3,27
T&P	117-118	1117-1118	—, 1627	1500	GM-EMD	GP7	B-B	61,060	244,240	1951	3,27
T&P	119-124	1119-1124	1628-1633	1500	GM-EMD	GP7	B-B	61,060	244,240	1951	27
T&P	125-130	1125-1130	1641-1643, —, 1644, —,	1500	GM-EMD	GP7	B-B	61,135	244,540	1952	3,27
MP	131-135	4116-4120	131-135	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	27
MP	136-138	4121-4123	136, —, 138	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	3,27
MP	139-156	4124-4141	139-156	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	27
MP	157(1st);	4153-4158	—, 158-162	1500	GM-EMD	GP7	B-B	63,750	63,750	255,000	1951
MP	157(1st); 158-162	4153-4158	—, 158-162	1500	GM-EMD	GP7	B-B	63,750	63,750	255,000	1951
MP	157(2nd)	— — —	1725	1500	GM-EMD	GP7	B-B	60,690	242,760	1953	10,27
MP	163-164	4159-4160	163-164	1500	GM-EMD	GP7	B-B	53,750	255,000	1951	27
MP	165-166	4164-4165	165, —	1500	GM-EMD	GP7	B-B	61,180	244,725	1951	3,27

Missouri Pacific Railroad

Wheat, a major commodity on MP, moves from fields into terminal elevators.

Two EMD's, 1532 and 1533, at Lincoln, Neb.



No. 1074 GP-12 at Lincoln, October, 1972.

Two upper photographs collection of R. L. Schmeling

No. 546 GP-18 waits for next rail call at Pueblo, Colo.

Three lower photographs by Sy Reich

1076 DS 4-4-1000 after 1962 renumbering.

The 4607 RS-11 of the Missouri Pacific.

MP	167-195	4166-4194	167-169, 1600-1625	1500	GM-EMD	GP7	B-B	61,180	244,725	1951	27
MP	196-200; 201(2nd)	4197-4202	1682-1687	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	27
MP	202206(2nd)	4203-4207	1645-1649	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	27
MP	207-208 (2nd); 209-237	4209-4235, 4237-4240	1650(2nd); 1651-1667; —, 1668-1679	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	3,27
MP	238	4245	1680	1500	GM-EMD	GP7	B-B	63,750	255,000	1952	27
MP	239	4249	1681	1500	GM-EMD	GP7	B-B	63,750	255,000	1952	27
MP	240-256; 257(1st); 258-262	4261-4283	1697-1713, —, 1714- 1718	1500	GM-EMD	GP7	B-B	60,690	242,760	1953	10,27
MP	257(2nd)	—	1626	1500	GM-EMD	GP7	B-B	63,750	255,000	1951	10,27
MP	263-265	4284-4286	1719-1721	1500	GM-EMD	GP7	B-B	60,600	242,400	1953	27
MP	266-268	4287-4289	1722-1724	1500	GM-EMD	GP7	B-B	60,600	242,400	1953	27
MP	269-270	4290-4291	1726-1727	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	27
MP	271-276	4292-4297	1728-1730, —, 1731-1732	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	3,27
MP	277	4298	1733	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	27
MP	278-294	4299-4315	—, 1734-1749	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	3,27
MP	295-299	4142-4146	295-298, —	1500	GM-EMD	GP7	B-B	63,750	255,000	1950	27,54
MP	300, 301-302(2nd)	4147-4149	1750-1752	1500	GM-EMD	GP7	B-B	66,000	264,000	1950	28
MP	303-305(2nd)	4150-4152	1754-1756	1500	GM-EMD	GP7	B-B	66,000	264,000	1951	28
Mp	306-308(2nd)	4161-4163	1757-1759	1500	GM-EMD	GP7	B-B	66,000	264,000	1951	28
MP	309-315(2nd)	4241-4244, 4246-4248	1760-1766	1500	GM-EMD	GP7	B-B	66,000	264,000	1952	28
MP	316-317(2nd)	4250-4251	1767-1768	1500	GM-EMD	GP7	B-B	66,000	264,000	1952	28
MP	318-319(2nd)	4252-4253	1769-1770	1500	GM-EMD	GP7	B-B	65,600	262,400	1953	28
MP	320-321(2nd)	4254-4255	1771-1772	1500	GM-EMD	GP7	B-B	65,500	262,400	1953	28
MP	322-326(2nd)	4256-4260	1773-1777	1500	GM-EMD	GP7	B-B	65,600	262,400	1953	28
MP	327-331(2nd)	4316-4320	1778-1782	1500	GM-EMD	FP7	B-B	65,600	262,400	1954	28
MP	332-333(2nd)	4321-4322	—, 1783	1500	GM-EMD	GP7	B-B	66,000	264,000	1954	3,28
MP	332(3rd)		1753	1500	GM-EMD	GP7	B-B	63,759	255,080	1950	27,54
MP	334-335(2nd)	4323-4324	1784-1785	1500	GM-EMD	GP7	B-B	66,000	264,000	1954	28
MP	336(2nd)	4325	1786	1500	GM-EMD	GP7	B-B	65,600	262,400	1954	28
C&EI	340-341	233-234	1826-1827	1750	GM-EMD	GP9	B-B	61,480	245,600	1956	
C&EI	342-345	235-238	—	1750	GM-EMD	GP9	B-B	61,480	245,600	1957	
MP	346-385 (2nd)	4332-4371	1787-1795, —, 1796-1825	1750	GM-EMD	GP9	B-B	60,750	243,000	1955	3,28
T&P	386-391	1131-1136	- - - -	1750	GM-EMD	GP9	B-B	61,770	247,080	1957	28,64
T&P	392-399	1137-1144	— —	1750	GM-EMD	GP9	B-B	61,625	246,500	1959	28,64
MP	400-446	-	1900-1922, - 1923, —, 1924-1944	1800	GM-EMD	GP18	B-B	63,650	254,600	1962	3
MP	447-480	— - - - , 1957-	1945-1956, 1959, —, 1960-1962, —, 1963-1975	1800	GM-EMD	GP18	B-B	64,100	256,400	1962	3,19
MP	481-487; 488-499(2nd)	- —	1976-1994	1800	GM-EMD	GP18	B-B	64,235	256,940	1962-3	
MP	488-499(1st)	4601-4612	- - - -	1800	Alco Pr	RS-11	B-B	61,650	246,600	1959	12
T&P	500-504	1145-1149	1850-1854	1800	GM-EMD	GP18	B-B	61,630	246,520	1960	29
MP	505-530 (2nd)	4801-4826	1855-1856, -, 1857-1871, —, 1872-1878	1800	GM-EMD	GP18	B-B	61,625	246,500	1960	3,30
MP	531-533(2nd)	4827-4829	1879-1881	1800	GM-EMD	GP18	B-B	64,190	256,750	1962	31
MP	534-549 (2nd)	— -	1882-1887, , 1888-1893 —, 1894 1895	1800	GM-EMD	GP18	B-B	64,100	256,400	1962	31
MP	550(2nd)	— - - -	1896	1800	GM-EMD	GP18	B-B	64,545	258,180	1963	
T&P	551-556	- - -	1837, , 1838-1841	1750	GM-EMD	GP9	B-B	61,770	247,080	1957	3,28
T&P	557-564	- - - - -	1842-1849	1750	GM-EMD	GP9	B-B	61,625	246,500	1959	28,64
KO&G	570-571	700-701	- —	2000	GM-EMD	GP28	B-B	65,825	263,300	1964	32,65
MP	572-576(2nd)	— -	— — -	2000	GM-EMD	GP38	B B	65,780	263,120	1966	65
MP	577(2nd)	- -	— —	2000	GM-EMD	GP38	B-B	64,975	259,920	1967	65
C&EI	590-592	239-241	-	2250	GP30	B-B	62,440	249,750	1963	33	
T&P	600-614	—	2500-2513,	2500	GM-EMD	GP35	B-B	64,700	258,800	1964	19
mp	615-624 (2nd)	— - -	— —, 2514-2522	2500	GM EMD	GP35	B-B	64,700	258,800	1964	3
MP	625-626(2nd); 627-639	—	2523-2536	2500	GM-EMD	GP35	B-B	64,450	257,800	1965	74
T&P	640-649	- - -	2537-2546	2500	GM-EMD	GP35	B-B	64,450	257,800	1965	
CHTT	650	242	2547	2500	GM-EMD	GP35	B-B	61,870	247,480	1964	34
C&EI	651-652	243-244	2548-2549	2500	GM-EMD	GP35	B-B	61,845	247,380	1964	36
C&EI	653-662	245-254	2550-2559	2500	GM-EMD	GP35	B-B	61,835	247,320	1964	36
C&EI	663-672	255-264	2560-2564,	2500	GM-EMD	GP35	B-B	61,850	247,415	1964	36,66
C&EI	673680	265-272	— —	2500	GM-EMD	GP35	B-B	63,780	255,130	1965	66
MP	668-674	—	2250-2256	2250	GE	U23B	B-B	66,310	265,240	1974	
MP	700-719 (2nd)	- —	3000-3001 (2nd); 3002-3003; 3004(2nd); 3005-3019	3000	GM-EMD	SD40	C-C	97,475	389,918	1967	
MP	720-733(2nd)	- —	3020-3033	3000	GM-EMD	SD40	C-C	96,955	387,900	1968	
MP	734-746(2nd) 747-753	- -	3034-3053	3000	GM-EMD	SD40	C-C	98,130	392,520	1969	
MP	754-764; 765-769(2nd)	— —	3054-3069	3000	GM-EMD	SD40	C-C	97,850	391,400	1970	
MP	770-789(2nd)	— - -	3070-3089	3000	GM-EMD	SD40	C-C	97,880	391,520	1971	
MP	790-799(2nd) 800-814(3rd)	- —	3090-3114	3000	GM-EMD	SD40-2	C-C	98,100	392,400	1973	
T&P	816-839	— —	3115-3138	3000	GM-EMD	SD40-2	C-C	?	?	?	
T&P	850-851(2nd)	— — -	2000-2001	2000	GM-EMD	GP28	B-B	65,825	263,300	1964	65
MP	852-856	- - -	2002-2006	2000	GM-EMD	GP38	B-B	65,780	263,120	1966	65
MP	857	— -	2007	2000	GM-EMD	GP38	B-B	64,975	259,920	1967	65
MP	858-902	- - - -	2009-2053	2000	GM-EMD	GP38-2	B-B	67,240	268,960	1972	
MP	903-912	— — —	2054-2063	2000	GM-EMD	GP38-2	B-B	66,800	267,200	1972	
MP	913-922	— — -	2064-2073	2000	GM-EMD	GP38-2	B-B	66,800	267,200	1972	
MP	923-932	— — —	2074-2083	2000	GM-EMD	GP38-2	B-B	66,600	266,420	1973	
MP	933-934; 935-943(2nd; 944-946(3rd; 947-949(2nd)	- - -	2084-2100	2000	GM-EMD	GP38-2	B-B	66,600	266,420	1973	
MP	950-955(2nd); 956-959	- - —	2101-2110	2000	GM-EMD	GP38-2	B-B	66,600	266,420	1973	
MP	700-711(1st)	513-524(1st)	— —	1500	GM-EMD	F3A	B-B	57,555	230,230	1947	3,27
MP	712-714(1st)	525-527(1st)	- - -	1500	GM-EMD	F3A	B-B	57,555	230,230	1947	3,27
MP	715-726(1st)	529-540(1st)	- - -	1500	GM-EMD	F3A	B-B	57,555	230,230	1947	3,27
MP	727-738(1st)	541-552(1st)	- - -	1500	GM-EMD	F3A	B-B	57,155	228,620	1948	3,19
MP	739-746(1st)	553-560(1st)	- - -	1500	GM-EMD	F3A	B-B	56,560	226,250	1948	3,27
C&EI	750	1405	- - - -	1500	GM-EMD	F3A	B-B	59,940	239,760	1948	67
C&EI	750B	1501	- - -	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	67
C&EI	751	1407	- - - -	1500	GM-EMD	F3A	B-B	59,940	239,760	1948	67
C&EI	751B	1502	- - -	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	67
C&EI	752B-753B	1503-1504	- - -	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	67
MP	765-770(1st)	561-564(1st) 565-566	- - -	1500	GM-EMD	F3A	B-B	59,780	239,130	1948	3,27

GP-7 at Pueblo with the old paint scheme just after '62 renumbering.

Two GP-18's lashed-up in yard and ready to go at Pueblo.

Both photographs by Sy Reich

984 (1st), 993. 983 (1st), 974 (1st), 976 (1st), 981 (1st), 982 (1st), 994, 985 (1st), 998. 988 (1st), 989, 995, 996, 992, 997, 999, 987 (1st), 986 (1st), 990, 991 were rebuilt with GM-EMD engines and renumbered 1062-1063 (2nd), 1068 (2nd), 1074-1078 (2nd), 1082-1090 (2nd), 1094 (2nd), 1096-1097 (2nd); 1080 (2nd).

(42) C&EI 125 was originally numbered C&EI 119. 1029, 1033-1034 sold to L&M, renumbered 2207-2209 (2nd).

(43) 1047, 1058 sold to the Tidewater Southern, renumbered 745, 744. TS 745, 744 sold to the Western Pacific, not operated; then sold to GE in trade for new power, then sold to Chrome Crankshaft and scrapped (1970, 1971). 1048, 1053 sold to the Sacramento Northern, renumbered 404, 403. SN 404 sold to Purdy and scrapped (1973). SN 403 sold to Associated Metals and scrapped (1971). 1057 sold to George R. Silcott, then to the Washington-Western, renumbered 1057. 1059-1060 sold to Agrico Chemical, renumbered 10-11.

(44) The following units were renumbered to clear the 800 and 900 series for new units: 808 to 1808; 819 to 1819; 822 to 1822; C&EI 824 to 1824; 830 to 1830; 837-839 to 1837-1839; 842 to 1842; 848 to 1848; 850-851 (1st) to 1850-1851; 852-860 to 1852-1860; 862 (1st) to 1862; 864866 (1st) to 1864-1866; 869 (1st) to 1869; 875 to 1875; 879)880 to 1879-1880; 882-885 to 1882-1885; 887-888 to 1887-1888; 890-892 to 1890-1892; 896 to 1896; 898 to 1898; 900-902 to 1900-1902; 905-907 to 1905-1907; 909-911 to 1909-19ll; 913 to 1913; 915-917 to 1915-1917; 919 to 1919; 921-924 to 1921-1924; 930-932 to 1930-1932; C&EI 941 to 1941.

(45) 1254 (2nd), 1260 (2nd) were originally Bauxite & Northern 10-11; then MP 1254 (2nd), 1260 (2nd), 1261-1262 (2nd) were originally Rockdale, Sandow & Southern 8-9; then MP 1261-1262 (2nd).

(47) 6005, 6007 sold to Precision Engineering (8/9/65, 8/10/65); then sold to the Pickens Railroad, renumbered 3-4.

(48) 6603 sold to George R. Silcott (2/10/67), then to Precision Engineering, then to Relco.

(49) 6604-6606 sold to Geroge R. Silcott (3/28/63, 4/4/63, 3/28/63), then to Brooklyn Eastern District Terminal, renumbered 22-24

(50) 3001 (1st), stenciled "Kansas Missouri Elevator Co." was sold to Jones Coal Co. (10/25/61).

(51) 9021 sold to Ethyl Corp., renumbered 100 (11/23/60).

(52) The following units were sold to Precision Engineering: 20-21 (1st) (8/1/67); 49-51 (1964-5); 53, 55, 59, 64, 71 (1st); 1000-1001 (1970); 937 (1st) (1965); 1051 (1967); 3500 (4/27/65); 3502-3503 (4/27/65). PE 937 sold to George R. Silcott, then to Iron Mines of Venezuela (1965). PE 20 sold to L&N, renumbered 754 (2nd); then sold to GM-EMD in trade for new L&N power (1968). The remainder were scrapped.

(53) 221 .71—10, 62-63, 65-67, 72 (1st), 76-77 (1st) were sold to Chandeysson Electric (5/28/64) and scrapped.

(54) 299 renumbered 332 (3rd).

(55) The following units were traded to GE for new power: 31-32 (1969); 34 (1969); 68-70 (1st), 73 (1st), 74 (1st), 75 (1st); 78-79 (1st), 767-768 (1st); 771-773 (1st); 804 (2nd) (1972); 814 (2nd) (1970); 817 (1971); 818 (1972); 826 (1972); C&EI 827 (1971); 833 (1971); 1856 (1972); 862B, 864B (1970); 870. 897 (1971); 899 (1970), 918 (1969); 69, 74 (1974); 75; 79 (1974); TP-MP 1061 (1973); 1062 (2nd) (1973); 1063 (2nd) (1972); MI 1064 (1973); MI 1065 (1972); MI 1066 (1973); MI 1067 (1974); 1068 (2nd) (1974); TP-MP 1971 (1973); 1074 (2nd); 1077 (2nd); MI 1081 (1974); 1085 (2nd); 1088 (2nd) (1974); 1089 (2nd) (1973); MI 1091 (1973); MI 1092 (1974); MI 1093 (1973); 1094 (2nd); MI 1095 (1974); 1097 (2nd); 861. Of these, GE 68, 70, 73, 74, 78, 1074, 1085, 1097 were sold to Precision National and scrapped. GE scrapped the remainder.

(56) 935 (1st) sold to George R. Silcott (1962), then to Iron Mines of Venezuela.

(57) 936 (1st), 939-940 (1st) sold to Birmingham Rail & Locomotive, renumbered 936, 939-940 (1965); then sold to U.S. Pipe and Foundary, renumbered 43-45 (1965); then sold to Birmingham Rail & Locomotive, renumbered 43-45 (1972); then sold to Peabody Coal Co., renumbered 343-345.

(58) 1023 sold to Big Rock Stone and Material, renumbered 1023 (1967).

(59) 1035 renumbered 1230 (2nd).

(60) 1054 sold to Gifford Hill Gravel, renumbered 76-4464 (7/18/66).

(61) 27-28 (1st) sold to the L&N, renumbered 798-799, then sold to GM+EMD in trade for new L&N power (1971).

(62) The KO&G was merged into the T&P; units were stenciled T&P.

(63) C&EI 342-345 were sold to L&N , renumbered 542-545.

(64) T&P 386-392 (2nd), 393-399 renumbered 551-564.

(65) 570-577 renumbered 850-851 (2nd), 852-857.

(66) 668-674 (1st); 765-680 sold to L&N, renumbered 1116-1128.

(67) C&EI 750-751 renumbered 824, 827. C&EI 750B-753B renumbered 933B-936B.

(68) C&EI 933-940 sold to the L&N, renumbered 670-672 (2nd), 673-677. L&N 672 (2nd). 675 sold to GM-EMD in trade for new L&N power (1973, 1970).

(69) 1027 sold to E.I. duPont de Nemours (1974) but has not yet received a number

(70) 1028 sold to Big Rock Stone and Material, renumbered 1028 (1969).

(71) C&EI 1202-1204 sold to the L&N, renumbered 2221-2223 (2nd).

(72) 1650 sold to Bartlett & Co. (1974).

(73) 6000 sold to Whisler Equipment (3/68), then to Granite Mountain Quarries, renumbered 4742 (1969). 6001 was sold to the Dardanelle & Russelville, renumbered 6 (1968).

(74) 630 was rebuilt to a GP38 2008 with 2000 hp. 64,450 lbs. of tractive effort, and 257,800 lbs. of weight.

MP	771-774(1st)	567-569; 570(1st)			GM-							
EMD	F3A	B-B	59,780	239,130	1948	3,27						
MP	785-786(1st)	617-618(1st)		1500	GM-EMD	F7A	B-B	61,500	246,000	1950	3,27	
MP	796-797(1st)	577(1st); 578		1500	GM-EMD	F7A	B-B	58,180	232,720	1949	3,27	
MP	789-799(1st); 800-813(1st)	579-594		1500	GM-EMD	F7A	B-B	58 180	232,720	1949	3,19	44,55
MP	814-815(2nd); 816-817	595-598		1500	GM-EMD	F7A	B-B	58.180	232,720	1949	3,27	
MP	818-825	599-606		1500	GM-EMD	F7A	B-B	58,180	232,720	1949	3,27	
MP	826-829	607-610		1500	GM-EMD	F7A	B-B	58.180	232,720	1949	3,27	
MP	830-833	611-614		1500	GM-EMD	F7A	B-B	60,500	242,000	1949	3,27,	44,55
MP	834-835	615616(1st)		1500	GM-EMD	F7A	B-B	57,255	229,020	1950	3,27	
MP	836-839	619-622(1st)		1500	GM-EMD	F7A	B-B	57,810	231,250	1951	3,27	
MP	840-843	623-626(1st)		1500	GM-EMD	F7A	B-B	57,810	231,250	1951	3,27	
C&EI	824			1500	GM-EMD	F3A	B-B	59,940	239,760	1948	44,67	
C&EI	827			1500	GM-EMD	F3A	B-B	59,940	239,760	1948	55,67	
MP	790B-795B	513B-518B		1500	GM-EMD	F3B	B B	55,935	223,740	1947	3,27	
MP	796B	525B		1500	GM-EMD	F3B	B-B	55,935	223,740	1947	3,27	
MP	797B-800B	553B-556B		1500	GM-EMD	F3B	B-B	54,930	219,720	1948	3,27	
MP	801B-806B	561B-566B		1500	GM-EMD	F3B	B B	57,750	231,000	1948	3,27	
MP	807B-810B	567B-570B		1500	GM-EMD	F3B	B-B	57,750	231,000	1948	3,27	
MP	811B-818B	587B-594B		1500	GM-EMD	F7B	B-B	58,545	234,190	1949	3,19	
MP	819B-820B	595B-596B		1500	GM EMD	F7B	B-B	58,545	234,190	1949	3,27	
MP	821B-822B	619B-620B		1500	GM-EMD	F7B	B-B	57,115	228.470	1951	3,27	
KO&G	844-845	751-752		1500	GM-EMD	F7A	B-B	57,760	231,025	1949	3,27	
KO&G	846B-847B	755B-756B		1500	GM-EMD	F7B	B B	57,245	228,980	1949	3,27	
TP-MP	848-849			1500	GM-EMD	F7A	B B	60,325	241,300	1950	3,27	38,44
MP	848B-849B			1500	GM-EMD	F7B	B B	61,185	244,750	1950	3,27	
T&P	850-851(1st) 852-861	1500-1511		1500	GM-EMD	F7A	B-B	58,580	234,320	1949	3,27,	44,55
T&P	850B-861B	1500B-1511B		1500	GM-EMD	F7B	B-B	57,635	230,540	1949	3,27	
T&P	862-869(1st)	1512-1519		1500	GM-EMD	F7A	B B	58,580	234,320	1949	3,27	
T&P	862B-865B	1512B-1515B		1500	GM-EMD	F7B	B-B	57,635	230,540	1949	3,19	
T&P	870-886	1520-1536		1500	GM-EMD	F7A	B-B	58,765	235,060	1950	3,27,	44,55
T&P	866B-867B	1516B-1517B		1500	GM-EMD	F7B	B-B	54,354	225,418	1950	3,27	
T&P	868B-873B	1518B-1523B		1500	GM-EMD	F7B	B-B	57,610	230,440	1951	3,27	
T&P	874B-880B	1524B-1530B		1500	GM-EMD	F7B	B-B	57,610	230,440	1951	3,27	
T&P	881B-884B	1531B-1545B		1500	GM-EMD	F7B	B-B	57,585	230,340	1952	3,27	
T&P	887-907	1537-1557		1500	GM-EMD	F7A	B-B	58,525	234,100	1951	3,27,	44,55
T&P	908-930	1558-1580		1500	GM-EMD	F7A	B-B	58,525	234,100	1951	3,19,	44,55
T&P	931-932	1581-1582		1500	GM-EMD	F7A	B-B	57,935	231,740	1952	3,27	
C&EI	933-942	1600-1602(2nd); 1603-1609		1500	GM-EMD	FP7A	B-B	61,240	244,960	1949	3,68	
C&EI	933B			1500	GM-EMD	F3B	B-B	59,210	236,820	1948	3,67	
C&EI	934B			1500	GM-EMD	F3B	B-B	59,210	236,820	1948	3,67	
C&EI	935B-936B			1500	GM-EMD	F3B	B-B	59,210	236,820	1948	3,67	
MP	935-940(1st)			1600	BLHW	AS16	B-B	64,500	258,000	1954	11,19,	
MP941-946B		st)	4326-4331	1600	BLHW	AS16	B-B	64,500	258,000	1954	52,56	
MP	944-946((2nd); 947-955(1st)			1800	Alco Pr	RS-11	B-B	61,890	247,560	1959	12	
TP-MP	956-957	21-22		1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	40	
TP-MP	958	23		1500	Alco-GE	RS-2	B-B	62,500	250,000	1949	40	
TP-MP	959	24		1600	Alco	RS-3	B-B	62,500	250,000	1956	40	
MI	960	61		1500	Alco GE	RS-2	B-B	58,230	232,920	1949	40	
MI	961	62		1600	Alco-GE	RS-3	B-B	61,210	244,840	1951	40	
MI	962	63		1600	Alco-GE	RS-3	B-B	61,210	244,840	1951	40	
MI	963	64		1600	Alco-GE	RS-3	B-B	61,210	244,840	1952	40	
MI	964-965	65-66		1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	40	
MI	966-967	67-68		1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	40	
MI	968-969	69-70		1600	Alco	RS-3	B-B	61,210	244,840	1954	40	
MI	970-973	71-74		1600	Alco	RS-3	B-B	61,210	244,840	1955	40	
MP	974-988(1st); 989-999	4501 4526		1600	Alco	RS-3	B-B	62,375	249,500	1955	41	
MP	960-965			3000	GE	U30C	C-C	97,000	388,000	1968	2	
MP	966-969			3000	GE	U30C	C-C	97,900	391,600	1968	2	
T&P	970-973			3000	GE	U30C	C-C	97,900	391,600	1970	2	
MP	974-978(2nd)			3000	GE	U30C	C-C	97,950	391,800	1971	2	
MP	979-983(2nd)			3000	GE	U30C	C-C	97,445	389,780	1972	2	
MP	984-988(2nd)			3000	GE	U30C	C-C	97,710	390,850	1973	2	
T&P	1000-1001	1000-1001		1000	GM-EMD	NW2	B-B	61.660	246,640	1946	52	
T&P	1002-1005; 1006	1002-1008		1000	GM-EMD	NW2	B-B	61,660	246,640	1947	37	

1st & 2Nd); 1007-1008

This Missouri Pacific Roster Will Be Concluded Next Month

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

Boston & Maine's Hobart Clark No. 37, built in 1866, was example of early Hinkley loco.

Photographs this and next page collection of Gorton T. H. Wilbur

1. Will Midwest railroads be overburdened by moving grain this year?

The demand for movement of grain during 1975 "is unlikely to strain the transportation system as in 1972-'74" because grain stocks are down and storage facilities "appear adequate," forecasts the U.S. Department of Agriculture. USDA notes that "the car shortage problem has sometimes been blamed on an inadequate fleet, but there are strong indications that capacity may be improved as readily by increasing car size and improving car utilization as by increasing car numbers, at least for the grains." USDA points out that "the continuing shift from traditional 2,000-bushel, 40-foot, narrow-door boxcars to covered hopper cars that presently haul an average of 3,400 bushels has greatly reduced the number of cars needed to haul a given quantity of grain." Covered hopper cars now account for at least 70 percent of the capacity of all cars normally considered usable in hauling grain.

2. Did Canadian Pacific ever have any Shay locomotives?

Omer Lavallee, CP historian, who is one of our "Interesting Railfans," says the road owned three, all built by Lima and all three-truck engines. Originally numbered 111-113, they were renumbered 1901-1903. They had 15x17" cylinders, 41" drivers, and carried 180 lbs. pressure. The first two weighed 247,550 lbs. in working order. The third, 150,550 lbs. The 1901 was built in 1900 and scrapped in 1914. No. 1902 was built in 1902, scrapped in 1911. The 1903, built in 1903, was sold in 1913.

All three engines were intended for mainline freight operation east of Field, B.C., on the old Big Hill, but despite a tractive effort about 50 percent greater than a CP D-10 Ten-wheeler the Shay's effective top operating speed of about 15 mph was too slow for the mainline. They were gradually transferred to southern British Columbia where they worked on the mine spurs around Grand Forks and Eholt. Omer also reports that they were the only geared locos owned by a Canadian mainline railway. However, there were a large number owned and operated by logging and industrial companies, chiefly in the west.

3. How large was the Erie's marine fleet around New York in the early 1940s?

They owned 8 ferry boats; 12 tugs; 187 barges and lighters; 3 diesel lighters; 26 car floats; 2 steam lighters, and 2 steam hoist boats.

4. Any info on Oregon's Rogue River Valley line?

Yes. The original line connecting Medford and Jacksonville, Ore., was the RRV, opened in Feb. 1891 as a steam line connecting the county seat, Jacksonville, with the Southern Pacific a few miles away at Medford. The Rogue River line used small steam locos about the size of steam dummies, but without the housing, to haul an open-platform coach with boxcars behind it. To improve service in 1910, a small gas-car was placed in service.

About that time, plans were made in Medford for building a trolley line. In 1914 the Southern Oregon Traction began operation. The following year the traction people bought the Rogue River Valley Ry. and electrified it to Jacksonville. This venture turned out to be more than the company's finances could stand; the line could not meet its obligations, folding up just before 1920. In that year the Jacksonville line was reorganized as the Medford Coast Ry. Two years later that, too, went out of business.

5. What is the proper form of train order to authorize running of two sections of a train from A to Z?

I hope Tommy Sisk, third-trick dispatcher for Penn-Central in New Haven, Conn., backs me on this. The order would read: "Engine 3437 will display signals and run as first No. 31 from A to Z and engine 3439 will run as second No. 31 from A to Z." Possibly, however, the order would be split up. For instance, the first engine would have an order authorizing him to run as first No. 31 from A to Z. Another order would authorize the second loco to run as second No. 31. In no case would a single order issued to 3437 authorize the 3439 to run as second No. 31 until the required order was issued covering such procedure.

6. My late husband worked for the Florida East Coast. How does the new railroad annuities law affect widows?

The large majority of widows' and other survivors' benefits were computed under a formula which paid 110 percent of the amount Social Security would have given if the survivor had been covered by that system. The new law provides for 130 percent of the Social Security amount, thus increasing all benefits paid under the old formula. Almost all survivors received the increases in their March 1, 1975, annuity checks, which included payments retroactive to last January 1. Not all widows or other survivors with benefits computed under an alternate railroad formula will get additional pay under the new law. This is particularly true if they get Social Security benefits on their own earnings. Those entitled to higher amounts from the new formula should have received the increase on May 1 annuities, retroactive to Jan. 1.

7. Words, please, to "The Wabash Cannon Ball."

We hear the merry jingle,
The rumble and the roar,
As she dashes through the woodland
And comes creeping on the shore.
We hear the engine's whistle

And the merry hoboes' call,
As we ride the rods and brakebeams
On the Wabash Cannon Ball.

This train she runs to Quincy,
Monroe, and Mexico.
She runs to Kansas City,
And she's never running slow.
She runs right into Denver
And makes an awful squall;
When you see her show say, "Welcome,"
For the Wabash Cannon Ball.

Great cities of importance
We reach upon our way,
Chicago and St. Louis,
Rock Island — so they say —
Springfield and Decatur,
Peoria, above all.
We reach them by no other
Than the Wabash Cannon Ball.

Now here's to "Long Slim" Perkins,
May his name forever stand;
He'll be honored and respected
By the hoboes through the land;
And when his days are ended
And the curtains 'round him fall,
We'll ship him off to Lucifer
By the Wabash Cannon Ball.

8. Any info on the interurban line that used to link Galveston and Houston, Texas?

Yes, The Galveston-Houston Electric Ry. Co. lasted from 1911 until 1936. Its cars were noted for their high speed; often express runs made 60 mph. Service between Houston and Park Place continued until 1939. The discovery of oil under the right-of-way, among other factors, brought about the end of service.

9. Give me a brief history of Hinkley Locomotive Works.

Under the name of Hinkley & Drury, with Issac Hinkley the active head, this firm began locomotive building in Boston, Mass., in 1839, soon after the establishment of the successful Lowell Machine Shops. Hinkley's first engine was the Lion, a four-wheel-connected unit with outside cylinders, patterned after the Mohawk & Hudson's famous DeWitt Clinton. Known as the Hinkley Locomotive Works, though this name was not incorporated until years later, the company turned out some excellent engines. One of the express types which were tried with varying success was the Antelope, built for the Boston & Maine in 1845. She had a single pair of driving wheels 6 feet in diameter, a four-wheel leading truck, and a pair of trailing wheels under the footplate. Like the animal of the same name, she was a fast runner.

With the death of Holmes Hinkley in 1860, the firm passed from the family's hands to Charles Williams and its name was incorporated. In 1880 it was reorganized as the Hinkley Locomotive Co., but its great days as an engine builder lay behind it. In 1889 the property was disposed of to the West End R.R., later to become part of the Boston Elevated.

10. Did Southern Ry. make any money last year?

Yes. Their operating revenues and consolidated subsidiaries reached $909.3 million in 1974, exceeding 1973's record year by $130.6 million. Freight revenues of $872 million last year, aided by huge increases in hauling coal, industrial chemicals, and general freight, exceeded the prior year's $124 million. Passenger revenues, comprising less than 0.7 percent of operating income, increased by $2 million from 1973. However, the Southern still reported a deficit of $4.6 million from passenger service. First half earnings for 1975 are down and, like other roads in the U.S. and Canada, will not equal those of a year ago.

11. Which road was the KCC&S?

The Kansas City, Clinton & Springfield. Opened in 1885, it operated a 154-mile line between Olathe, Kan., and Ash Grove, Mo. Independent operations continued until 1923, when the property was leased to the Frisco. At that time equipment comprised nine locos and 58 passenger, freight, and service cars.

12. Tell me about the Baltimore & Ohio President-type Pacifics.

Baldwin built them in 1927. Dimensions were: 27x28" cylinders, 72" drivers, 230 lbs. boiler pressure, total weight of engine and tender, 540,000 lbs., total area of boiler tubes, 3,846 sq. ft.; area of superheater, 932 sq. ft., and 50,000 lbs. tractive force.

13. I'm a Burlington Northern conductor out of Tacoma, Wash. Are there any changes in the closing dates for supplemental annuities?

No. Those dates remain the same. For individuals who reached 65 last year and for later years, the closing date is the last day of the month after the month in which they became age 65. Closing dates are important. If you perform any railroad employment, including work for a railroad union, after their closing date, you permanently lose your eligibility for a railroad retirement supplemental annuity.

14. Info wanted on Quebec Central and Algoma Central & Hudson Bay mainline operations in the late 1930s.

The QC mainline extended from Quebec City to Newport, Vt., 187 miles, with a 70-mile branch to Megantic, 79-mile branch to Lake Frontier (on the Maine boundary), and a 26-mile branch to Levis, across the river from Quebec City. The AC&HB operated between Sault Ste. Marie and Hearst, Ont., 296 miles, with a 26-mile branch to Michipicoten Harbor, on Lake Superior.

15. What was a switchback?

A track arrangement permitting a train to climb a steep hill which was impossible to approach gradually. It was simple zig-zag. The ascending track ran as far to right (or left) as it could, then shot as far in the opposite direction as it could, and then back and forth until the summit was reached. In other words, a train climbing a steep grade ran head-on up the first leg of the switchback, backed up the second, headed up the third, etc.

Quebec Central 61 easy to figure out as an ex-Canadian Pacific 4-6-2 varnish whippet.

16. Any info on the PLZ&W?

A little. The Palestine, Lake Zurich & Wauconda was incorporated in 1918, when it took over the Waukegan, Rockford & Elgin at a receiver's sale. It ran from Palentine to Wauconda, Ill., 16 miles, and was abandoned many years ago.

17. How do railroads combat the ever-present right-of-way brush problem?

A manufacturer of brush-cutting equipment reports that inquiries from railroads regarding this subject are running 66 percent above a year ago. This is hardly surprising, in view of the amount of brush you see growing on railroad property at many locations. The growths are particularly evident on branch lines but by no means confined to them. A current brush-cutter model permits cutting a 56-foot swarth, or from the tie ends to 28 feet from the center of the track. Two operators permit the use of both 7-foot-diameter cutting heads simultaneously. The machine works at a speed of up to 4 mph, depending upon the brush conditions. Cutting trees up to 2 feet in diameter is possible, due to the rugged construction of the cutting head. The Burro Brush-cutter, a semi-cherry-picker or crane with a reach between 54 and 60 feet, is being utilized to cut under communication and computer lines, slicing growth and trees up to 8" in diameter, according to Federal Sign & Signal Corp.

18. When was the first cab-ahead locomotive operated?

In 1901 at the Sausalito, Calif., shops of the North Pacific Coast, ten years before Espee's development of its articulated type. With the help of master boilermaker James McAdams and by using the frame, cylinders, wheels, etc., of an old Baldwin 4-4-0, master mechanic Wm. J. Thomas built NPC No. 21. Using oil for fuel, the loco had a watertube boiler mounted on an incline so that the water would circulate with 63 three-inch tubes running through a Morrison corrugated furnace placed inside the boiler shell. She had 13x18" cylinders, 47" drivers, and weighed in at 48,000 lbs. Some contrast to the Southern Pacific cab-aheads that roared and through the Sierras in later years!

19. Was there ever a Pennsylvania & Delaware Railroad?

Yes. Incorporated in 1873, it was bought by the Pomeroy & State Line R.R. in 1879 and became the

Pomeroy & Newark. Later it was leased to the Pennsy (now Penn Central) for 99 years

20. Who was Thomas Edmondson?

The originator of the standard railway ticket. Born in Lancashire, England in 1792, he became a clerk on the Newcastle & Carlisle Ry. In 1837, dissatisfied with the N&C system of making out individual tickets for passengers, he invented a machine for printing railway tickets on cards of standard size, numbered consecutively, and a press for stamping dates on the tickets. Almost identical date-presses are still in use today. But the N&C was not interested in the invention, so Edmondston applied to the Manchester & Leeds Ry., where he then became employed. His system was soon adopted for general use throughout Britain and elsewhere, including the U.S. and Canada. The inventor patented his idea, charging railways 10 shillings a mile per year for using it, and died in 1851 in his 59th year

Running Extra

I have an inspection report for NYC loco 8488 at Grand Rapids, Mich., dated March 4, 1927. Any info or pix of this engine around ? — Kurt Stecco, WG Div. USS Robert E. Perry, DE 1073, FPO San Francisco, California 96601.

Wanted: Info on Offerman Ry. & Mining Co. that ran in U.S. in 19th century. — John Gibbons, 615 Arbor Rd., Cheltenham, Pa. 19012

In a recent issue, your item about California narrow-gage railroad lines running in 1940 failed to mention Espee's line to Laws, the Pioche Pacific, and the Los Angeles Ry. — Elliott Kahn, 58 Vervena St., Clearwater Beach, Fla. 33515.

What company made the Wakefield mechanical lubricators for CNR steam locos? Did they make any other railway equipment? — E. Heath, 526 Amelia St., Cornwall, Ont., Canada K6H 3P8.

What was a lidgerwood? — Chad Walker, 18073 Pine St., Hesperia, Calif. 92345.

One of the illustrations in "The Story of New Haven Electrification" (April) showed a box type loco coupled to the 012. What is the official or technical name of this engine? Why was it called a "box type"? — George Larned, Box 263, Sunset Drive, Bedford Hills, N.Y. 10507

Re a recent query, the Illinois Northern operated 19 miles of railroad within Chicago's switching district, connecting directly with 13 other lines and indirectly with 14 others. Its power had been furnished by six Santa Fe diesel-electrics operating out of Corwith Yard. Two Santa Fe hacks bore IN markings. This past Feb. 15, Illinois Northern became a memory when it was merged into the Santa Fe system. — Evan Ammerson, 314 Devonshire Rd., Tower Lakes, Barrington, Ill. 60010.

Wanted: info on Boston & Maine's old eastern division, Boston to Portland. When and why was it abandoned? — Mike Olson, 25 Partridge Ln., Scarboro, Me.

I was a brakeman in the Singer Sewing Machine plant at Elizabeth, N.J., in 1913. We had link-and-pin couplings on cars worked by five Forney engines on about 50 miles of track. Anyone know what became of them? — John Wetterau, Box 54, Grants Pass, Ore. 97526.

Answering a query, the Louisa R.R., later Virginia Central, was chartered by the Commonwealth of Virginia in 1853 to build in that state from Waynesboro to Covington. A second railroad, the Covington & Ohio, was chartered at the same time to build from Covington to a point on the Ohio River in what is now West Virginia. Hence, the Covington & Ohio was named for the Virginia town rather than the Covington in Kentucky. When the original charter was granted, I understand, its exact route through the western part of Virginia had not definitely been determined. — Wm. E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va. 22980.

Thanks to Running Extra, I was able to get some excellent leads on a New Orleans to Pittsburgh Ry. — Wm. Moffat, 104 Truman Rd., Willowdale, Ont., Canada M2L 2L6

A short while ago I took an Amtrak train out of Chicago for Kalmazoo, Mich. After leaving the station in Chicago, I noticed a steam loco sitting on a sidetrack. Is she still there? Who owns her? — Robt. Branstrom, 1249 Lakeshore Dr., No. 235, Muskegon, Mich.

I have a railroad pick with initials SJ&SCC R.R. burned into the handle. What road was it? — H. S. Hastings, 1151 High, Topeka, Kan. 66604.

The Erie Camelback Mallet 0-8-8-0 pictured in your March '75 issue ran out of Scranton, Pa., on coal trains. She was the only Mallet Camelback I've ever seen. If there were others, they don't appear on any eastern coal road roster. The D&H and Reading had Camelbacks and articulated locos, but no Camelback Mallet. — Richard Hanschka, 81 Kenwood Circle, Bloomfield, Conn. 06002.

In Aug. '74 issue the term "dummy" was used in answering a question on Atlanta's streetcar system. What is a dummy? — Norm Cohen, Executive Secretary, The John Edwards Memorial Foundation, Inc., at the Folklore & Mythology Center, University of California, Los Angeles, Calif. 90024. (Ed note: The first edition of Freeman Hubbard's book "Railroad Avenue" defines dummy as "an employes' train," and a dummy locomotive as "a switcher type having the boiler and running gear entirely housed, used occasionally for service in public streets.")

Fiction writers, film-makers, etc., can't seem to get the route of the Orient Express right. This train does not link London and Istanbul, but Paris (Est) and Bucharest following a Munich-Vienna route to Budapest. The train which runs to Istanbul is The Direct Orient/Marmara Express. It starts at Paris (Lyon) and runs to Istanbul via the Simplon Tunnel, Milan, Venice, Trieste, Belgrade, and Sofia. In addition, a through ordinary coach is operated from Calais to Trieste, and a sleeping car and coachette car from Calais to Milan. — Ian Dowse, Middlesbrough, England.

Where was the third cylinder located on the 3-cylinder steam loco? What was its effects and purpose? — Harold Blaney, 15843 Vale St., East Liverpool, Ohio 43920.

What happened to the Freedom Train that toured the nation in late 1940s? — George Himmel, 504 W. 188 St., New York, N.Y. 10040.

Anyone have the words to "Hobo's Lullaby"? — Gregory Peet, 1241 River St., Niagara, Wisc. 54151.

I've seen ex-Penn Central boxcars marked LOAM or FJG, with PC initials painted, but still carrying numbers. What do the initials stand for? — Joe Goebel, 321 W. Park St., Decatur, Ind. 46733.

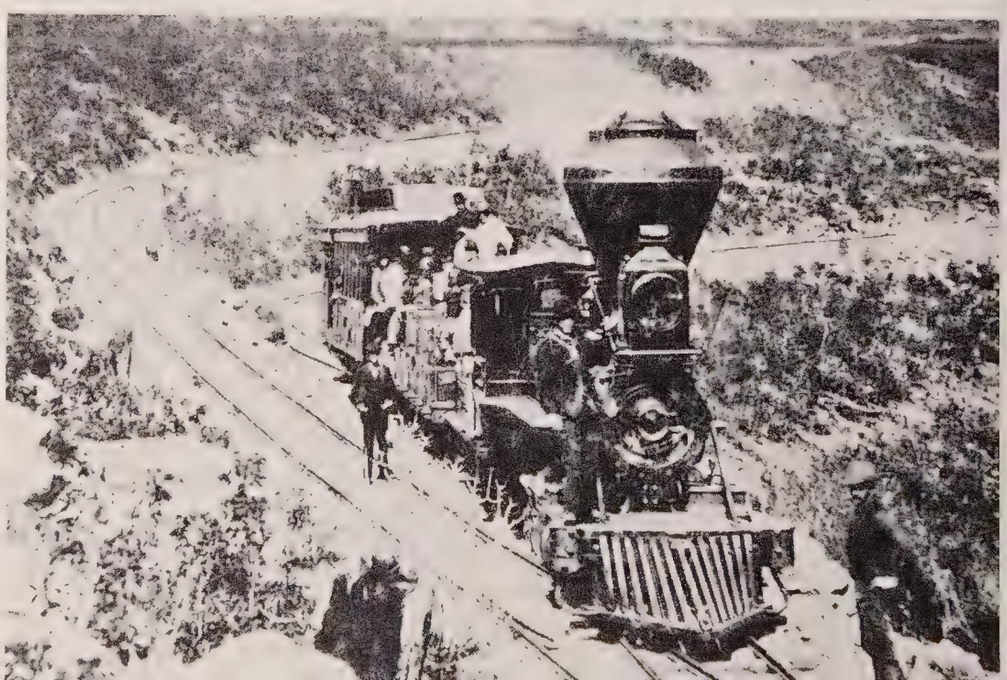
What does a point or stub crossover look like? How does it work? — Don Damour, 55 Mascoma St., Lebanon, N.J. 03766.

What is the address of Herbert B. Lowe, who wrote regarding item in Jan. '75 issue?—Thomas Hill, North Bluff, Box 66, Ottawa, Ill. 61350.

Where can I get current N&W, C&NW, BN, UP, Milwaukee, and Rock Island loco rosters? — Jeff H. Myers, 1555 W. Acre Dr., Muscatine, Iowa 52761.

I'm writing a children's book and need info on approximate maximum age and/or mileage of a caboose before it is retired. — Neil MacCormack, 205 Wycoff Ave., Ithaca, N.Y. 14850. ●

Colorado Central No. 1 on switchback between Blackhawk and Central City, Colorado.



HOBBY CLUB

conducted by Sy Reich

NEWS that the Chessie System reopened its B&O Railroad Museum in the former Bailey's roundhouse on May 1 reached us shortly after the death of our good friend Lawrence W. Sagle, who retired a few years ago as curator of the museum. Larry had brought to that job his B&O public relations expertise — a big plus for visiting railfans. Among his crowd-pleasing exhibits were model layouts, for which he was made a life member of the National Model Railroad Assn.

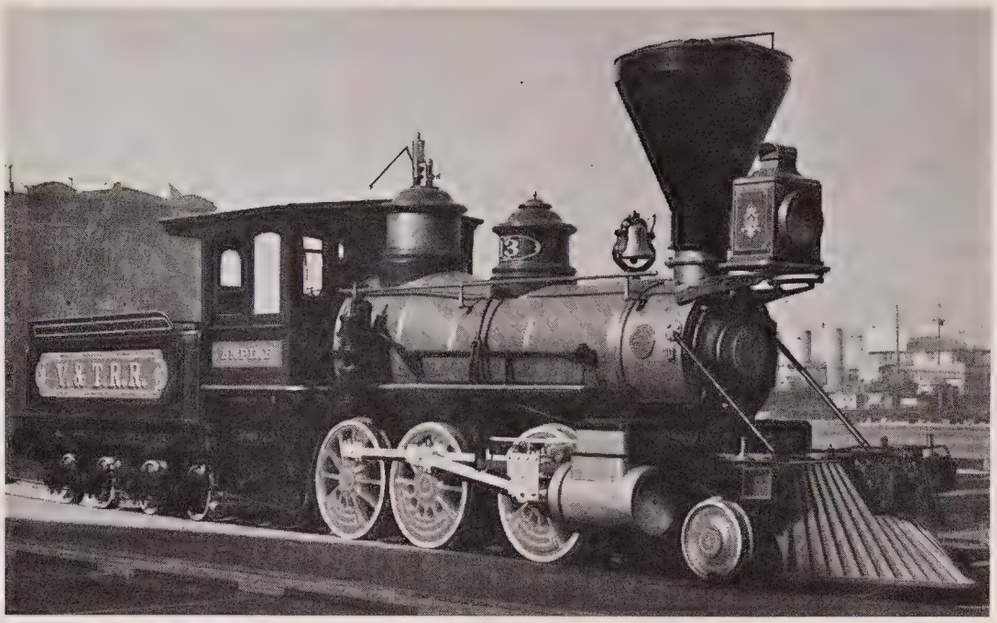
Extensive exterior and interior restoration of the museum, first opened in 1953 as "The Baltimore & Ohio Transportation Museum," represents a $1.5 million Chessie project. The roundhouse, completed in 1884 as a passenger car repair shop, contains the world's largest collection of historic railroad equipment; also the famous Pangborn locomotive models, built in the 1890s. Other buildings in the complex have been restored and refinished, including Mount Clare station, the first rail passenger depot in the U.S. A new exhibit, housed in the station, depicts an agent's office of the 1850s.

While formal dedication is due later this year, after outside parking, landscaping, and display areas have been completed, the museum is now open Wednesdays through Sundays, 10 a.m. to 4 p.m., but closed Mondays, Tuesdays, and major holidays. For info on group rates write to the museum, 901 W. Pratt St., Baltimore, Md.

BESIDES being re-elected president of the Railway & Locomotive Historical Society at its annual meeting in Chicago, Howard F. Greene, the bard of Pocasset, Mass., has another honor, namely, the display of some of his rail memorabilia aboard the American Freedom Train that is now touring the country. Car 2 shows some of his stagecoach and railroad bills, and car 2 a contract for railroad works. Most of his railroadiana,

Chessie System photograph

Beautiful interior view of recently reopened Baltimore & Ohio Museum, Baltimore, Md., after $1.5 million Chessie restoration project.



Among the historic western locos that will be on exhibit when Old Sacramento Museum opens in 1977 will be Virginia & Truckee 2-6-0 Empire owned by Pacific Coast Chapter, R&LHS. Bethlehem Steel

however, is at the Transportation History Foundation in the University of Wyoming.

RICHARD P. KRAMLICH of Fort Lauderdale, Fla., is the envy of railfans all over the country because he owns a private railroad car — a used, $55,000 model that would cost more than if built today.

Built originally as a private company car for the president and directors of the Pittsburgh & Lake Erie, it was refurbished in 1965 by the New York Central. It has a diesel-powered electric-generating system, a self-contained air-conditioner, and a green-and-white striped canvas awning over the rear deck. The car was put up for bids through an advertisement in The Wall Street Journal, and Dick was the high bidder.

TOO OFTEN, after putting our column to bed and after the presses have begun grinding out the deathless prose, we get press releases telling of fantrips that we surely would have publicised if they had arrived in time. For example, two good May outings, sponsored by the Canadian Railroad Historical Assn. and the St. Lawrence Valley Ry. Society. I hope they were sold out. Both groups will run future trips. Keep informed by writing to CRHA, P.O. Box 22, Station B. Montreal, Que., Canada H3B, and the StLV group, Box 400, Cote-des-Neiges, Montreal, Que., Canada.

THAT CURTAIN of doubt, a couple of months back, that threatened this summer's Cumbres & Toltec Scenic operation was happily lifted when joint action by New Mexico and Colorado state legislatures approved needed funds for track improvements. We haven't received details yet. Al Vaughn, NRHS veep, shepherded a group over the C&TS in early June. Bob Oehmer, Dixie railfan extraordinaire from Jacksonville Chapter, said he'd go with Allan's Overland Chapter, plus the Silverton trip, on June 7th. Intermountain and Colorado Springs chapters chartered a special on the Silverton which included a baggage car, five coaches, and all three private cars. This just had to be one of the big outings of '75.

Rocky Mountain RR Club newsletter reports that ex-D&RGW 463, owned by the town of Antonito, is in the new roundhouse there. Volunteers are applying patches to the barrel of the boiler as part of the restoration work necessary to return her to service. Besides week-end operations that will run thru Oct. 12th, extra steam-power trips can be enjoyed on Tuesdays and Wednesdays during July and August. The Silverton daily schedule runs thru Sept. 28th, with a fare increase. Adults now pay $9.60 for the round trip, kids $5.65.

FOUR NEW chapters of the National Railway Historical Society were added at their spring meeting Chambersburg, Pa.: the Bergen-Rockland RR. Club (Bergen County. N.J., and Rockland County, N.Y.), with 56 members; the Dayton-Miami Valley Chapter (Dayton, Ohio), 14 members; the Central Sierra Chapter (Fish Camp, Calif.), 31 members; and the Queen & Crescent Chapter (Meridian, Miss.), 35 members, most of whom formerly belonged to the Mississippi Great Southern Chapter. Also at the spring meeting, the Mid-Michigan and Willamette Pacific chapters cancelled their charters.

STEPHEN G. HELMICH of the California Department of Parks and Recreation tells us that the department is drawing up final plans for the Calif. State Railroad Museum situated in Scramemto. It includes a reconstruction of the Central Pacific passenger depot (1867-'80) on Front Street between I and J Streets in Scramento. To recreate the structure and its surroundings as closely as possible, Steve needs info and pictures that show any part of the depot. He might like to know that the R&LHS plans to hold its annual meeting in 1977 at the hoped-to-be-finished Sacramento Museum, where the priceless Old West motive power and rolling stock collection of the Pacific Coast Chapter of R&LHS will be kept. Contact him at P.O. Box 2390, 1416 9th St., Sacramento, Calif. 95811.

A DEDICATED railfan is "Skip" Sassmannshauser, secretary-treasurer of the Fort Wayne RR. Historical Society. He had been a scrivener on the staff of the Nickel Plate Historical Technical Society magazine until he took up the FWRRHS 765 Project. This is the proposed full restoration to A-1 running order of ex-Norfolk & Western 765, now on lease to the museum from the City of Ft. Wayne, Indiana. This big job keeps Skip and fellow members on the jump.

Plans also call for the acquisition of Ft. Wayne & Lake Erie No. 1, a switch engine, and a wooden Wabash caboose, to be located on land leased from the N&W east of Ft. Wayne near New Haven, Indiana. For over a century Ft. Wayne has been a railroad crossroads with division points, stations, yards, roundhouses and shops. The Ft. Wayne Railroad Historical Society was founded in 1972 to preserve,restore, and display items of rail history in a living museum. Cash contributions are needed. All donations are tax deductible.

There are two kinds of membership. General, at $25 annually, entitles you to all facilities of the Society, voting rights, and the priviledge of holding office. Associate membership, $10 per year, gives you all the facilities, but you can't vote on club matters nor hold office. Bi-monthly meetings are held. A newsletter is issued. Each member bets an Annual, covering the past year's activity. There are big doings ahead by this energetic group. Learn more about it from Skip at the Society's address, P.O. Box 9082, Ft. Wayne, Ind. 46809.

A FREE BOOKLET entitled "The World's Finest Railway Passenger Car" is available from Budd Industrial Division, 2155 W. Big Beaver Rd., Troy, Mich. 48084.

GOOD NEWS from George Swain, editor of the Railroad Club of New Mexico's newsletter the New Mexico Railroader, is that the club anticipates a rejuvenation, following a lax period in 1974. One proposal is that it be authorized to pay up to $10 per year for pix of rail projects in New Mexico, adjacent states, or nearby Mexico, either current or historic, to be published in the newsletter. Prints would become the club's property, to be freely reproduced or sold by the club. I'd call this another good way to help the treasury. Incidentally, with your $2 annual membership dues, you get the club's newsletter. Contact Secretary-Treasurer, Railroad Club of New Mexico, P.O. Box 4293, Sta. A, Albuquerque, N.M. 87106.

AN UNUSUAL British Railways train left Stewart's Lane, London, for the new National Railway Museum of York, schedul-

ed to be officially opened in September by the Duke of Edinburgh as part of the 150th celebration of the Stockton & Darlington Ry. Five historic steam locos, hauled by a diesel, resplendent in their original company colors, traveled north to join a display of 44 old engines and various old rolling stock. They were the A4 Pacific Mallard, the world's steam loco record-holder; LBSCR Terrier tank Boxhill; the famous GNR Ivatt Atlantic 563; SECR Wainwright's class D 4-4-0, and a T3 Eight-wheeler of the LSWR. They join locomotives dating from 1845 already in place on the main floor. The new museum is on the site of an old steam depot.

THE ALWAYS-INTERESTING "Brass Pounders' Gossip," edited by Harwell West, and published by the Toledo Morse Telegraph Club, ran an interesting piece recently about a rare Thomas A. Edison Morse recording unearthed by the club. For decades, writes Harwell, it was rumoured that Edison had made a Morse phonograph record. Through Jim ("Railroad Songs") Walsh, an authority on antique recordings, an old friend of his was contacted at the Edison National Historic Site, East Orange, N.J., and turned up the original recording, made in 1920. It was then taped and cassetted, together with an introduction to fill out one side of a 90-minute cassett. The other side is a recording made during a Smithsonian Institution exhibit of about ten years ago, featuring the master keymanship of members Stuart Davis and J. Ralph Graham.

Edison's Morse message is short, but his hand on the key firm, if slow. This rare bit of telegraphic memorabilia may be had for $5.40, postpaid, from H.E. West, Box 152, Orlando Park, Ill. 60462. Specify whether tape or cassette.

JERRY ANGIER, ye ed of the lively newsletter of the 470 Club, tells us that dates have been set for the club's annual autumn week-end rail bash. Jerry has all full details, so just grab your calendar and mark down Oct. 4th for a trip from Portland to Gorham, N.H., and the next day, Sunday, the much-anticipated fantrip from Portland to Pond Island, Vt. The foliage extravaganza is usually a sell-out. I'd advise an early inquiry. Contact David Hopkinson, 470's prexy, 31 Berkeley St., Portland, Maine 04103.

WHY DIDN'T New York City hold onto some of its old trolleys, at least to show them as museum pieces? If you want to enjoy what was once the finest local transportation money could buy, go to the trolley museum in Branford, Conn., to find the nearest trolley that once ran in Brooklyn. Or you could go all the way to Detroit, where a former Brooklyn convertible trolley, No. 4550, is scheduled to run along the downtown waterfront. Let's get a trolley museum in Brooklyn, and maybe permission to run a car along McDonald Ave., where there are still tracks. — Marshall D. Waldman, 3045 Brighton 12th St., Brooklyn, N.Y.

BOOKS of the RAILS

by GORTON T. H. WILBUR

PULLMAN and PRIVATE CAR PICTORIAL, edited by Bob Wayner, 80 pages, 8¼x11", soft cover, photos, diagrams, Wayner Publications, $8.50. (Available from Railroad Magazine Book Service.)

Bob's display of Pullman and private car pix should please the most critical appraisers of passenger rolling stock authenticity. U.S. and Canadian passenger-car historians will enjoy all 80 pages featuring equipment that ran on such lines as the New Haven and the Maine Central in New England; the Pennsy, Lehigh Valley, and B&O in the Mideast; the Southern, Seaboard, and ACL in Dixie; the Rock Island, Burlington, Milwaukee, and C&NW in granger country; the Union Pacific, Southern Pacific, Northern Pacific, and SP&S in the West; and Alaska, the Pacific Great Eastern, Canadian National, and Canadian Pacific north of our border.

Pullman cars get most of the play, and you can understand why. Bob covers even circuses and carnivals. One thing that intrigued me were the three oldest private cars in American, operated recently over the Silverton line on a railfan trip by Colorado Midland and Intermountain chapters of NRHS. The Nomad, built by Jackson & Sharp in 1878 as a coach and rebuilt by the Rio Grande; the Cinco Animas, one year younger than the Nomad, was a paycar from 1883 to 1885, and the Gen. Wm. J. Palmer of Durango fame. Fittingly, Bob starts his car parade off with a good shot of the Gold Coast, Lucius Beebe's first private car.

KEEPING THE RAILROADS RUNNING: Fifty Years on the New York Central, by Karl A. Borntrager, 156 pages, 5½x8½", hard cover, text, Hastings House, $8.95. (Available from Railroad Magazine Book Service.)

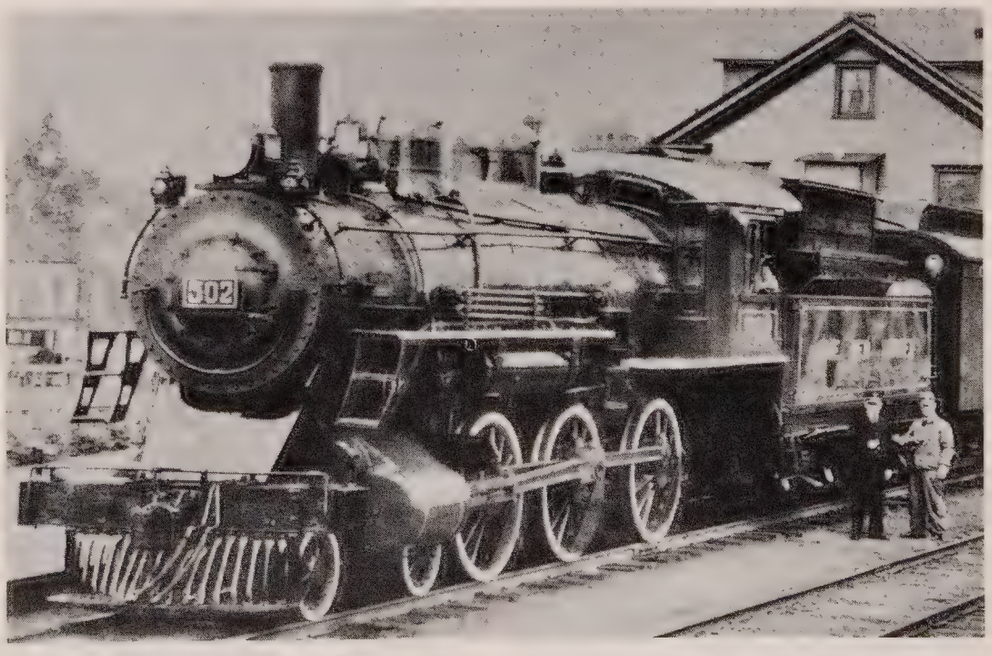
It is hard to argue with Borntrager's thinking on what caused the New York Central's troubles and why it had that shotgun wedding with the Pennsy. The author was senior vice president of the Central and long associated with every phase of its management.

"I never would have attempted writing this book," he says, "if the Penn Central debacle and the bankruptcy of seven other Eastern railroads had not occurred at about the same time. These events represent a very serious situation, particularly in the Northeastern section of the country. I am quite certain that the American public does not realize fully the seriousness of the problem, and I am alarmed at the various proposals that have been made to meet it."

During his fifty years in railroading, the author found out what keeps a railroad running and what handicaps it. In this autobiography he maintains that the chief villains in the demise of the once-healthy Central were discriminating freight rates, costly labor practices, and no tax uniformity in various states, counties, and towns. He pulls no punches.

TRAIN TIME, by M. Allen Gibson, 47 pages, 6x7", soft cover, photos, text, Lancelot Press, Box 2020, Windsor, Nova Scotia, Canada, $1.50.

A nostalgic trip by the author back to his boyhood in the small town of Wolfville, N.S., on the tracks of the old Dominion Atlantic. He doesn't try to make this little book a mighty compendium of railroad high finance or flowery verbiage of streaking varnish. It's a simple story of life and events as lived between the two big wars by a youth wrapped up in way-freights and the accommodation blowing for a crossing on her way to the hometown depot. As Allen puts it, "The memory of them increasingly is a thing to be cherished as the tally mounts of the days of our years." Anyone who grew up in a small town — and I was one — can appreciate his feeling. I remember my own younger days in rural eastern Connecticut, when the two-car afternoon passenger local and the smoky Norwich way freight on the Central Vermont was a big part of living, many years ago.



Dominion Atlantic No. 502, "The New Yorker," ex-CPR 502, at Kentville, N.S., in 1936.
Collection of Gorton T. H. Wilbur

POWERED VEHICLES: A HISTORICAL REVIEW, 240 pages, 10½x12", photos, diagrams, text, Crown Publishers, Inc., $14.95. (Available from Railroad Magazine Book Service.)

Here is an interesting work for the travel buff, whether he is a railfan or a devotee of ships, cars, or aircraft. The railroad section, handsomely illustrated, traces the steam locomotive from the days of England's Stockton & Darlington which is celebrating its 150th anniversary this September, right to the doorstep of the electric loco, diesel, and turbo. Various overseas native-built power, such as Tokaido Express; Nohab's Swedish gas turbine, the world's first; South Korean BoBo electric; French National Railways; Hungarian State V40 class; North American Turbotrain, and German magnetic levitation train give the book a worldwide appeal.

Periodicals and Journals

RAILROAD HISTORY No. 132 of The Railway & Locomotive Historical Society (Spring '75), edited by John H. White, Jr., 128 pages, 6x9", full-color cover, photos, roster, maps, timetable, articles, book reviews, published by R&LHS, Harvard Business School, Room 133, Kresge Hall, Boston, Mass. 02163; free for members, non-members $5. (Annual membership $7.50, contributing, $12.50 a year; life, $100.)

Choice reading matter are such articles as "Cincinnati Passenger Stations Before 1930," by Carl W. Condit; Col. James G. Bogle's "The Texas, A Forgotten Hero;" "U.S. Steam Locomotive Builders," by Robert B. Shaw; "A Chronology of Iowa Railroads," by Donovan L. Hofsommer; "Dearborn's Railroad Memorial of 1819," and "A Trip on the South Pacific Coast in 1882." All material is well researched and written by people qualified to submit material to Railroad History. Editor White is to be congratulated on another of his fine books. The Autumn issue will feature a history and alltime roster of the much-neglected Wabash.

THE MARITIME EXPRESS, edited by Robert D. Tennant, Jr., for the Scotian Railroad Society, Box 798, Armdale Postal Station, Halifax, N.S. B3L4K5, is a fine slick-paper quarterly. Rob selects good photos, articles, and items that appeal to railfans of Maritime Canada and northern Maine. Membership in the Society is available in two categories: regular at $11 and associate at $10 per year. U.S. members should add 25¢ for bank handling fee. Members receive the Maritime Express and Marcel Gatien's SRS newsletter.

THE FAST MAIL, 20th Century Railroad Club, 10700 S. Seeley Ave., Chicago, Ill. 60643. Interesting newsletter of a wide-awake group. For details write to them. This same club brought about the first railfan radio program, the Rail City Special, heard each Sunday at 7 p.m. from Chicago over station WOJO-FM, 105 on the dial.

THE LENSMEN, Aug. '75, edited by John R. Taibi (one of our Interesting Railfans), 14 pages, soft cover, 8½x11", glossy paper with high quality pix, P.O. Box 486, Brentwood, N.Y. 11717, is published quarterly, $4 annually, overseas $5.50. Current copies and back issued $1 each. The Lensmen is devoted to the work of railfan photographers. John tells us that all 12 previously published issues are still available. Info on photographic requirements sent on request. The August issue has many fine pix, steam and diesel.

TRAINSHEET, edited by Peter J. Rickershauser for Railroadianas of America. It was good news when Bill Webber said the club's journal would be resumed on a quarterly basis. He is doing a competent job. The members should back him with ample material. The club meets usually on the third Saturday of each month (10:30 a.m.) except July and August. Contact Wilson Jones, 105 Fairmount Ave., Hackensack, N.J. 07601 for details on the club.

THE 8TH NOTCH is issued by the PC-6 Club, Mike Yuhas, president, 103 Jefferson Ave., Port Jefferson, N.Y. 11777. Mike puts out a nice offset newsletter about Long Island rail doings, quarterly to all members. Dues, $3 a year.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40¢ per book for postage.

The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

	List Price	Our Price
THE RAILROAD CABOOSE, by Wm. F. Knapke and Freeman Hubbard	$ 8.95	($ 8.50)
PULLMAN AND PRIVATE CAR PICTORIAL, by Wagner	$ 8.50	($ 8.15)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Edwin D. Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
HETCH HETCHY AND ITS DAM RR., by Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$10.00	($ 9.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$11.95	($11.35)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$11.95	($11.35)
PENNSYLVANIA RAILROAD K-4S, H.P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E.J. Quinby	$ 8.95	($ 8.50)
PENNSY POWER, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 7.95	($ 7.55)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
STEAMING UP! (AUTOBIOGRAPHY: VAUCLAIN)	$ 8.95	($ 8.50)
HORSESHOE CURVE AND ALTOONA, by Albrecht	$ 4.50	($ 4.25)
MORRISTOWN & ERIE, by T.T. Taber III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by Gerald M. Best	$13.95	($13.25)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
GHOST RAILROADS OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 8.95	($ 8.50)
RAILS TO POSSUM TROT, by J.A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY LIMITED, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, by Beebe and Clegg, Vol I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by James Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 5.50	($ 5.20)
STEEL RAILS TO VICTORY, by Ron Ziel	$15.95	($15.20)
GREAT LAKES CARE FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by James Shaughnessy	$11.50	($10.90)
JANE'S WORLD RAILWAYS	$55.00	($52.25)
RIGHT-OF-WAY (Abandoned Roads)	$ 5.95	($ 5.65)
AMTRAK CAR SPOTTER, edited by Bob Wayner	$ 4.95	($ 4.70)
THE GREAT TRAINS, Bryan Morgan	$35.00	($33.25)
CHICAGO SURFACE LINES, Alan R. Lind	$17.50	($16.60)
INTERURBANS OF UTAH, by Ira L. Swett	$ 8.00	($ 7.60)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	($ 8.50)
STEAM ON THE ANTHRACITE ROADS, by Mike Eagleson	$6.50	($ 6.15)
THE ROUTE OF PHOEBE SNOW, by Sheldon S. King	$15.00	($14.25)
NORFOLK & WESTERN STEAM (No. 2), by R. Rosenberg	$6.95	($ 6.60)

THE SWITCH LIST

All ads in this section cost 15¢ a word (minimum 25 words, no minimum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

COLOR SLIDES of diesel and steam locomotives, large assortment covering all class 1 railroads and many short lines. Also black and white action photos. Sample and catalog. 35¢ — Midwest Photo, 922 Main, Keokuk, Iowa 52632.

SETH BRAMSON, 8035 Cecil, Miami Beach, Fla., 33141, buys, trades for anything FEC or predecessors, anything Fla. Buys rail, trolley and in quantity. Sells selected items; fills wants lists.

CHICAGO & NORTH WESTERN RR. historical memorabilia wanted. — Alden Miller, 3212 34th Ave., South Minneapolis, Minn. 55406.

ROGER ARCARA 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-160. 116-616, for large oblong negs.; details free.

FOR SALE: 5 x 7 b&w steam and diesel photos, Eastern and Western railroad, B&M, New Haven, PRR, NYC, LV, Santa Fe, UP, Great Northern, many more, only 50c per photo. Also, Boston trolley photos, rr. maps and rosters. Send $1 for 25-page list and sample photo to Henry Marrec, 11 Overlook Rd., Arlington, Mass.

OLD RADIO programs on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I Love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50¢ for our catalog to Remember Radio Inc., 2513U; Norman, Okla. 73069.

STILL CAN HANDLE slide or photo orders; but, after 22 years, business is for sale in its entirety, or will break up. Complete catalog of 325 sheets, railroad, trolley, ferries, autos, etc., $15; price and inventory for specific group or company $5, or small order (specify road) $1. — 35-Slides Co., Box 6098, Dept. R.R., Colorado Springs, Colo. 80934.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

4,000 DIFFERENT DIESELS from 300 railroads and industries. Color slides of 8-ton Plymouths to DDA40X's. $1 for 41-page catalog, 1975 supplement, and sample. — Porreca, Box 22, Boulder, Colo. 80302.

STEAM PHOTOS, six sixteen of most major roads of United States and Canada, minimum of fifty. Also loose-leaf print album. Write D. Eldridge, 136 Grant, Herndon, Va. 22070.

WANTED: A brass switch-lock key from the Bessemer & Lake Erie Railroad with the name or initials on it. — C. Ellenberger, 224 N. Main St., Butler, Pa. 16001.

NEW BOOK SPECIALS. Save 10 percent, postpaid. Spokane, Portland & Seattle Railway, $13.45. Pennsy Steam & Semaphores, $12.55. Canadian Pacific Railway, $12.55. Save up to 70 percent and send 50c for our lists. — Discount Hobbies, 847 Lake, Newark, N.J. 07104.

TIMETABLES: buy, sell, trade. Any year, any railroad, public or employee. Free listing of all Amtrak timetables for SSE. — Carl Loucks, 199 Wayland St., Hamden, Conn. 06518.

RAILROAD FANS, I buy or trade, locks, lanterns, keys, badges, nails, tts., etc. Your list for mine. — A. Farrell, 1695 S. Locust Grove, Meridian, Idaho 83642.

TIE CLIPS, $1.75 ea. Large belt buckles, $5. ea. 50c postage. Stamp for free list. Dealers write — Hoover's, 120R Fruit, Peru, Ill. 61354.

WILL PURCHASE streetcar destination rolls. Have Washington, D.C., and Montreal for trade. State city, condition, and price. Offers answered on day received. — Kenneth Kerr, Box 2512, Raleigh, N.C. 27602.

MISSOURI & ARKANSAS: Will sell color postcards of steam loco with freight leaving tunnel (12 ea.), streamlined motor car (7 ea.), plain card shipper's advice of shipment, stamped (5 ea.), $1. each card. — Gene Hull, 203 E. 16th St., North Little Rock, Ark. 72114.

PAPER RAILROADIANA: over 350 items, many Colorado, mostly Western Rds. Send 40¢ in stamps for list. — Dale Bell, Box 324, Roy, Utah 84067.

1938 LOCOMOTIVE CYCLOPEDIA for sale; cover, normal wear; insides, very good. Includes original, actual photo bookmark of Norfolk & Western 2-6-6-4 articulated, number 1206. $100 firm. — John Peckham, 675 Pinewoods, Troy, N.Y. 12180.

MIDWESTERN RAILS, a newsletter for fans of Midwestern railroads, 12 monthly issues $9. For information write White Publishing, 208 N. Stewart St., Geneseo, Ill. 61254.

OUTSTANDING collection of British steam photos 500 plus; taken 1924-'49. Postcard size or 3¼x4¼". Serious bids solicited. Write for details. — Lt. Col. L. Twambley, 2561 Scorpio Dr., Colorado Springs, Colo. 80906.

DISCOVER a depot's shady past! 24 pages of pix and colorful text. Order WALNUT CREEK'S UNIQUE OLD STATION, $1.25 postpaid. — Dick Murdock, Box 343, Ross, Calif. 94957.

FOR SALE: steam and diesel negatives. Send 75c to Rail Film Monthly, P.O.B. 4676, San Francisco, Calif. 94103.

DIESEL NEGATIVES for sale on approval basis. Top quality for the serious collector. SSE and state wants. — Railway Negatives, 40 Hendel Ave., North Arlington, N.J. 07032.

ORIGINAL color slides of streetcars and diesel locomotives. State wants, with SSE, as there is no list. — Raymond McMurdo, 755 Main St., Waltham, Mass. 02154.

DISPOSING of large and varied collection steam, diesel, and electric locomotive and passenger-car hardware. Send SSE. — H. Serig, 5608 N. 24th St., Arlington, Va. 22205.

CREDIT VALLEY RAILWAY: "Steam in Ontario," 12" stereo L.P., $6.95; "Steam is Clean" bumper stickers, 50c; CVR buttons (smoke coal, engine Nos. 1057 and 136), 3 for $1; CVR/ORA pressure decals, $1.25 Associate memberships in Ontario Rail, $15. — Sales Dept., Ontario Rail Association, Inc., P.O.B. 64, Brampton, Ont., Canada L6V 2K7.

100 STEAM LOCOPICS, assorted sizes, $7.50; 100 steamboat, $7.50; 100 Aeropics, $7.50; 100 ships, $7.50. All for $25. Price list $1 (deductable). — Jay, Rome Station, Ohio 44085.

PENNSYLVANIA RAILROAD steam recordings: 12", 33.3 rpm, $5.50 each, postpaid. Wisc. residents add state tax. Request an advance notice mailing card for future releases. — Railroad Record Club, Hawkins, Wis. 54530.

RAILROAD BELT buckles, brass. Soo, Wabash, Milw. Rd., RI, ACL, UP, Sou, Q, SP, Santa Fe, B&O, Erie, C&NW, Rio Grande, CN, Frisco, NP, Penn Central, N.Y. Central, and GT, $5.50 postpaid. — Edward Kochanek, P.O. Box 474, Batavia, Ill. 60510.

MINT CONDITION, Southern Pacific Railroad 1960 era rule books, $1.90 each, sent prepaid. Boxed set of Penn Central playing cards, only $5. — John Stone, 6810 Chambers Ave., Cleveland, Ohio 44105.

SALE: Locks, keys, lanterns, steam and diesel builders plates, PRR china and flatware, other railroadiana, list 20c. — Ed Conklin, 5 King Arthur, St. James, N.Y. 11780.

1939 PRR. PHOTO catalog reprint showing electric and steam locomotives, freight and passenger equipment; 30 pages, $2. — Howard Sanford, 702 Hastings Dr., Harrisburg, Pa. 17109.

LEON CALLAWAY, 3421 Gurnard Ave., San Pedro, Calif. 90732, trades high-quality original Kodachromes of U.S. railroads for slides of foreign roads in any country except Canada.

HAVE RR. employee timetables, will trade for same. Send SSE for list. Also will buy Poor's RR. Manual, Moody's RR. and transportation manuals. — Robert Askevold, Jr., 1800 Edgecliff Dr., Fullerton, Calif. 92631.

THE MARITIME EXPRESS, a quarterly illustrated journal of railroads of Atlantic Canada, is available to members of the Scotian Railway Society. For free information kit write Membership Secretary, Scotian Railroad Society, Box 798, Armdale P.O., Halifax, N.S., Canada B3L 4K5.

FOR SALE: Large store bldg. with 2-bedroom apartment. Detached 24 by 70 "Butler" type bldg. on large lot across from the C&TS RR. on main street. Ideal business location. — Palmer, Box 666, Chama, N.M. 87520, (505) 756-2530.

NY&LB SLIDES WANTED, Long Branch South, before 1960. Also PRR Sea Girt to Freehold, LV Flemington to Easton. Wayside, structures, steam. — Robert Adams, N85W16859 Ann, Menomonee Falls, Wisc. 53051.

WANTED: copy of Linwood Moody's article, "Sunset on the Narrow Gauge," from Railroad Magazine, August 1941. Write A. C. Williams, 14523 S. Emerald, Riverdale, Ill. 60627.

CAN YOU TELL an ICF from a HMO? Are titles IV-A, III, VII and XX of the OAA familiar to you? Is Voc. Tech. or cont. ed. your bag? If yes to any or all above, write Richard F. McCleery, 2101 Dartmouth Dr., Durham, N.C. 27705.

PUBLIC TIMETABLES and tie date nails for sale. Most early 1950's and 60's. Send SSE for list. — Dan Havlir, 214 N. Aldine, Park Ridge, Ill. 60068.

FOR SALE: pictures of steam locomotives on 92 Canadian railways and 32 stations from middle 1860's to 1940's. Send $1 for list — Ted McQuinn, 204 Fairfax Rd., Riverview, N.B., Canada E1B 2N2.

NEW HAVEN RAILROAD duplicate slides and photos for sale. Steam, diesels, electric, RDC's and more. SSE for list. — Tom Marsh, 9238 Neff, Houston, Texas 77036.

PAYING MORE for fine old rr. pocket watches, depot wall clocks, dining car china, brass or nickel lanterns, switch keys, wax sealers, old cap badges, uniforms, steam builders plates, locomotive heralds, whistles, much more. Describe, mention defects, state price. Phone number helpful. — Scott Arden, Noti, Ore. 97461.

SLIDES: Reducing size of personal collection; seconds, dupers, extras. My choice, 100 slides, $11.95. — John Stubblefield, P.O.B. 666, Maroa, Ill. 61756.

MAIL AUCTION: NYO&W, New England roads, others, including some traction from U.S. and Canada. Keys, locks, lanterns, buttons, passes, and timetables (public/employee). Please send large SSE to Robert Kent, 97 Crestwood Rd., Milford, Conn. 06460.

94 YEARS of Rochester Railways: 1862-1956. Two volumes, 1,120 photos, 6 maps. Available at $6.50. 560 photos, 270 pages, early railroads 1831, horsecars, and trolleys, including Rochester Railway & Light Company 1909-1914; later New York State Railways, roster, 136 photos, subway. — Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

LANTERNS. Large estate auction of nearly 200 lanterns, mostly tall globes, plus other artifacts. Bids close Aug. 12. Send SSE for list. — Kenneth B. Jamin, 2721 N. Butrick, Waukegan, Ill. 60085.

NEW BOOKS: "Time of the Trolley," $17; "Interurban Era," $13; "Rutland Road," $7.50; "History of Reading Railroad," $14.50. Also 120 EMD diesel builder's cards in full color, mostly E and F units, $100. — Richard N. Mansley, 7722 Loretto Ave., Philadelphia, Pa. 19111.

RAILROAD-HERALD T-SHIRTS, featuring major lines, past and present. Send $5 plus 50c for handling, also your choice and size, to Hobo Co., P.O. Box 5626, Santa Barbara, Calif. 93108.

Coming Events

Open until Sept 1: Scotian RR Museum, Friday thru Tuesday, 12 noon to 8 p.m.; loco, rolling stock, static displays. Contact them at Box 798 Armdale P.O., Halifax, Nova Scotia, Canada.

July 26-27: Southern 4501 pulling train on round trip, both days, Richmond to Keysville, Va., sponsored by Old Dominion Chapter, NRHS, Box 8583, Richmond, Va. 23226.

July 31-Aug. 3: National Assn. of Timetable Collectors annual convention, Philadelphia, Pa., guided local rail tours, railroadiana bourse at Sheraton Hotel, convention hqtrs., Liberty Liner trip, banquet, guest speaker Bruce Heard of Amtrak. Query Robert Russell, 2737 Haven Ave., Ocean City, N.J. 08226, or call 609 399-8766.

Aug. 2: Newburyport Limited, Boston to Newburyport, Mass., via B&M frt. - only Saugus branch. Oct. 11 and 12: New York State Express, Boston to Mechanicville, N.Y., via B&M through Hoosac Tunnel, incl. hotel and 4 meals. Details from Mystic Valley Ry. Society, Inc., Box 32, Mattapan, Mass. 02126.

Aug. 4-10: Denver to Mobile, Ill., by rail, 3-day trip to St. Paul, Minn., on sternwheeler Delta Queen. Return Denver via Chicago and Amtrak. August 23-24: Denver to Green River, Wyo., weekend on San Francisco Zephyr. Sept. 20-21: Denver to Grand Jct., Colo., on fall foliage trip via D&RGW's Rio Grande Zephyr, side trips. Contact Intermountain Chapter, NRHS, Box 5181 TA, Denver, Colo.; or Colorado Midland Chapter, NRHS, Box 9161, Colorado Springs, Colo. 80932; or Colo. RR. Museum, Box 10, Golden, Colo. 80401.

Aug. 11-15: 34th annual convention of Railroad Evangelistic Assn., Grace College, Winona Lake, Ind. Info from T.B. Rudderforth, 10 E. Myrtle St., Alexandria, Va. 22301.

Aug. 16: Southern 4501 scheduled to haul train Raleigh to Fayetteville, N.C., round trip. Aug. 17: No. 4501 slated to pull train Raleigh to Chocowinity, N.C., round trip. Details from W.R. Newton, East Carolina Chapter, NRHS, 309 N. Contentnea, Farmville, N.C. 27828.

Aug. 15-16: annual reunion of 726th Ry. Operation Bn. Veterans Assn., Allentown, Pa. Write Chuck Williamson, chairman, 964-7th St. Circle, Emmans, Pa. 18049.

Aug. 16-17: Collector-Rama, trains, railroadiana, etc., table rentals, Fairhaven Hall, Richland County Fairgrounds; Sat., 9 a.m. - 9 p.m.; Sun., 9 a.m. - 5 p.m. Query John R. Smith, 385 S. Main St., Mansfield, Ohio 44903.

Aug. 28-31: 40th anniversary and convention of National Railway Historical Society hosted by Old Smoky Chapter, Knoxville. Tenn. Steam trips behind 4501, banquet with well-known rail guest speaker. Tennessee Special from Washington, D.C., and Blue Ridge Special on return. Reservations handled by Geo. Hartman, 6624 Fisher Ave., Falls Church, Va. 22046. For convention matters only, contact Bob Henderson, Box 601, Knoxville, Tenn. 37901.

Sept. 3-9: Silverton-Cumbres Safari, narrowgage steam in the Rockies, 2 nights Durango, Chama. By Amtrak or air to and from Albuquerque, N.M. Special buses to Durango-Chama and return. Details from Jim Weinberger, tour director, Pacific Coast Chapter, R&LHS, Box 3552, San Francisco, Calif. 94119.

Sept. 6: all-day trip covering entire San Francisco Muni Ry. using two types of PCC trolleys, sponsored by Electric Ry. Historical Assn. of Southern Calif. Send SSE for info to James C. Stewart, chairman, 2439 Fourth St., Apt. 4, Santa Monica, Calif. 90405.

Sept. 13: Pageant of Trolley Cars, operating ex-Conn. Co. cars, Brooklyn convertible, NYC Third Ave., North Shore interurban, etc. Adults $2, kids $1. Contact Branford Electric Ry.Assn., Box 457, Short Beach, Conn. 06405.

Sept. 13-14: Vt. 2-Bicentennial Express, 235-mile steam-doubleheader, Bellows Falls to Burlington, Vt., round trip. Ticket includes visit to Shelburne Museum, home of last CV steamer 4-6-0 No. 220. Lv. 13th, 9 a.m., return 14th, 7 p.m. Advance ticket sales only $45. Details from Steamtown Foundation, Inc., Box 71, Bellows Falls, Vt. 05101, or call 802 463-3937.

Sept. 18-20: 719th Ry. Operating Bn. WW2, meeting in conjunction with the Military Ry. Service Veterans Reunion, Deauville Hotel, Miami Beach, Fla. Info from Rodney E. Runsteen, 12620 West Dodge Rd., Omaha, Neb. 68154.

Sept. 20: D&H Washington branch trip. Colonie, Castleton, Whitehall, and return. Query Tom O'Brien, Delaware & Hudson R.R., D&H Bldg., Albany, N.Y. 12207.

Sept. 20 21 & 28: Allegheny RR sponsoring ex-Grand Trunk Western 2-8-2 No. 4070 hauling 19-car train over P&LE's rock ballasted CTC mainline from Pittsburgh east to McKeesport, south along Monongahela River Valley to Brownsville, Jct., Pa., and return. Reclining and walkover seat coaches, 9 open-window cars, snack car, photo runbys. Lv. P&LE Terminal all 3 dates 9:30 a.m., return about 6:30 p.m. Adults $19.50, kids $13.75; state date preference. Details from ARR Ticket Office, Box G, E. Akron Sta., Akron, Ohio 44305.

Sept. 25-27: 43rd. reunion AEF 31st Ry. Engineers, Continental Hotel, Kansas City, Mo. Write Letha H. Petska, sec.-treas., 5206 Crest Dr., Kansas City, Mo. 66106.

Sept. 27-28: weekend with Clinchfield's One-spot, Elkhorn City, Ky., to Spartanburg, S.C. Lv. Sat., return Sun. Package deal incl. trip, motel, and meals. Info from H.V. Rouse, treas., Bluegrass Model RR Club, 346 Desha Rd., Lexington, Ky. 40502.

Oct. 4: 470 RR Club Gorham Gallivant, Portland, Me., to Gorham, N.H., round trip. Midday family style meal at Gorham for first 300 reservations. Open-door baggage car, airconditioned CN coaches, photo runbys, diesel-powered. Lv. Portland 8 a.m., return about 6:30 p.m. Adults $17.50, kids (5-12) $11.50. Lunch adults $3.50, kids $2. Contact H.O. Preble, The 470 RR Club, Box 373, Brunswick, Me. 04011. Oct. 5: 15th anniversary 470 RR Club Fall Foliage tri-state trip, Portland, Me., to Island Pond, Vt., round trip, 300 miles over GT Ry. with open-door baggage, snack bar car, air-conditioned coaches, photo runbys. Lv. India St., Portland, 8 a.m., return about 7 p.m. Adults $24, kids $15. Details from Ron Johnson, 470 RR Club, Box 2641, South Portland, Me. 04106.

Oct. 4-5: fall foliage steam trip with 2 locos pulling open-window vintage cars over 220 miles of branchline railroading, some mainline operation. One package price includes 2 days' train travel, on-train lunch both days, Sat. evening banquet, Sun. morning breakfast, overnight accommodation, bus transfers between train and hotel. Contact Ontario Rail Assn., Box 64, Brampton, Ont., Canada.

Oct. 4-5, 11-12 & 18: autumn foliage trips on Greenbrier Scenic RR up winding Greenbrier River Valley from Ronceverte to Cass. W.Va., and return behind diesel pulling 10- and 12- car passenger trains. Oct. 5 on Spruce Special originates from Elkins, W.Va., with Cass Heisler No. 6 and Western Maryland diesels on trip into Potomac highland wild area. Details from Greenbrier RR., Box 250, Ronceverte, W.Va. 24970.

Oct. 4: Erwin, Tenn., to Marion, N.C., round trip special behind Clinchfield's One-spot. Write Erwin Civitan Club, Box 370, Erwin, Tenn. 37650 (SSE).

Oct. 5: Clinchfield's One-spot on round trip train Marion, N.C., to Erwin, Tenn. Info from Dave Hinson, Exchange Club of Shelby, 309 Circleview, Shelby, N.C. 28150 (SSE).

Oct. 11-12: Autumn leaves special behind Clinchfield's One-spot, Spartanburg, S.C., to Erwin, round trip. Details from Clinchfield RR. Transportation Dept., Erwin, Tenn. 37650.

Oct. 18: Marion, N.C., to Erwin, Tenn., round trip behind One-spot special. Write Carl Loftin, Asheville Civitan Club, Box 7146, Asheville, N.C. 28807 (SSE).

Oct. 19: same trip as above, but sponsored by Marion Civitan Club. Contact Geo. Morgan, Box 1068, Marion, N.C. 28752 (SSE).

Oct. 25: Clinchfield's One-spot on special Spartanburg, S.C., to Erwin, Tenn., round trip sponsored by Spartanburg Breakfast Optimist Club. Write Blanton Insurers, Box 8036, Spartanburg, S.C. 29303 (SSE).

Oct. 26: same trip as above, but sponsored by North Brothers, Inc. Info from Mr. Marion Boyette, Box 1451, Spartanburg, S.C. 29301. ●

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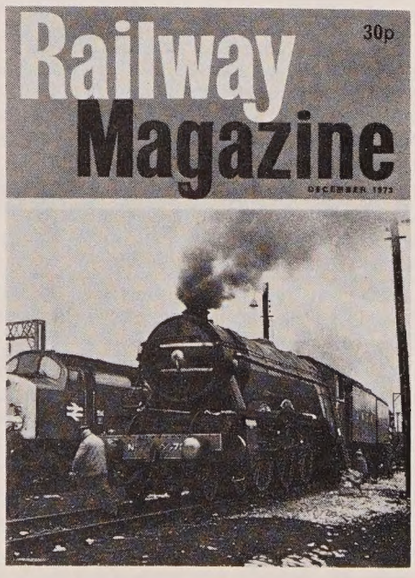

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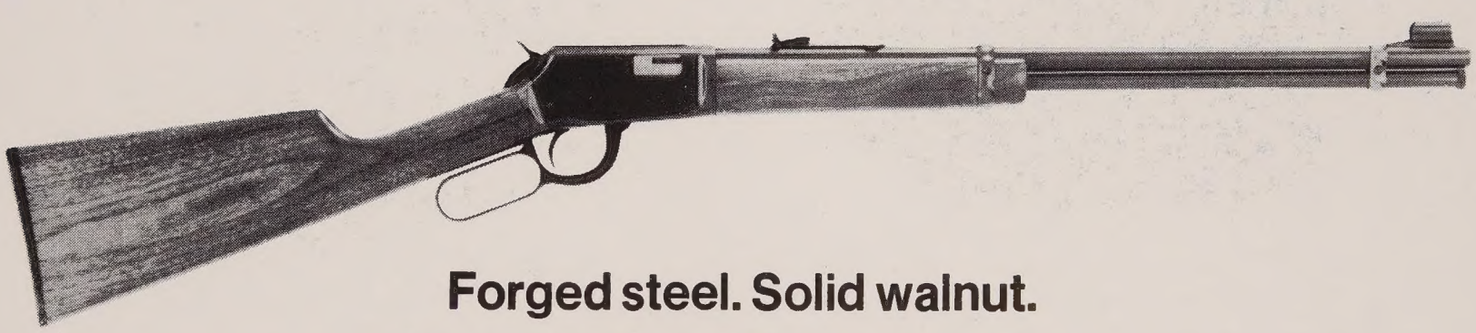

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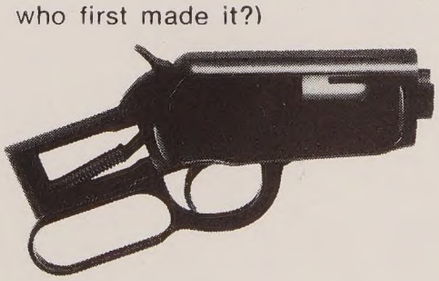

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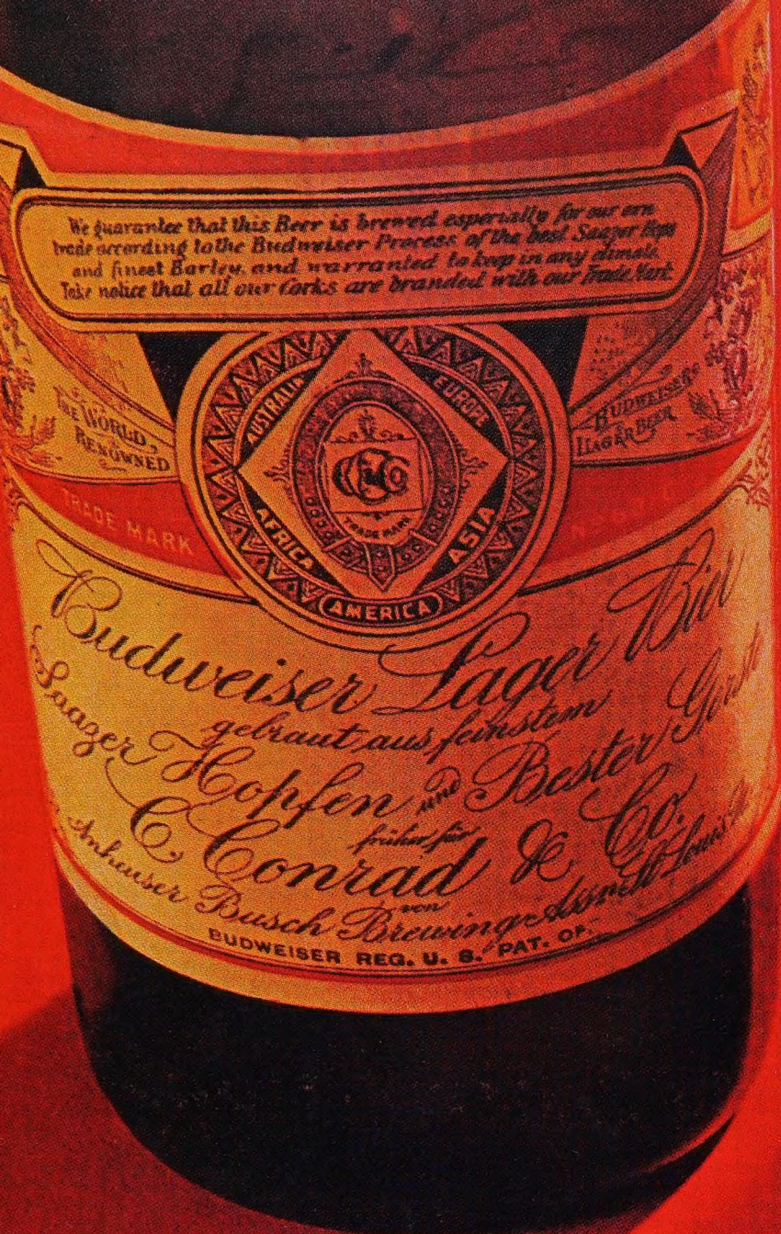
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